

1037

38179/16 CO 533/483
KENYA

38179/16

KENYA-UGANDA RAILWAYS & HARBOURS

ESTIMATES, 1938.

CLOSED
UNTIL
1970

Previous

1936

Subsequent

1938

1. TRANSPORT (K.U.R) Trs. for preliminary consideration: a copy of draft Estimates for 1936 and states that his comments thereon will follow at an early date.
2. HIGH COMM. TRANSPORT... 107.....10.11.37
- Trs. with comments, First Supplementary Ests. for 1937 together with explanatory memoranda by Genl. Manager and Second Supplementary Estimates for 1936.

Spares to
Library.

No.2 The Second Supplementary Estimates for 1936 bring the Estimates into line with the actual working for 1936, the results of which have been known for long. They may be sanctioned when passed in the Kenya and Uganda Legislative Councils.

The First Supplementary Estimates for 1937 are extremely encouraging. The balance carried to the combined Net Revenue Appropriation Account has risen from £319,169 by £159,961 to £479,130. This increase is due to Gross Revenue rising by some £250,000, which rise has been only partly offset by increased working expenditure.

It is startling to see that capital expenditure under Abstracts L and M has been reduced from £754,000 to £238,000. It appears to be vital to fail to spend up to the estimates on capital works, but such a large reduction must amount to something like stagnation in large parts of the new works programme. The explanation given, "delay in obtaining material from overseas" is rather vague.

x
But perfectly correct. J.

Disposal of the surplus raises once again the questions which were allowed to remain unsettled (see No.15 on 1936 file) at the Treasury's request (in No.12 on 1936 file).

The disposal in the Estimates was:-

Betterment Fund (Railways)	236,582
" " (Harbours)	11,587
Pensions Reserve Account	16,000
Depreciation of Investments Reserve Account	5,000
	<hr/>
	£319,169

In the Supplementary Estimates disposal is:-

Betterment Fund (Railways)	351,448
" " (Harbours)	28,216
Pensions Reserve Account	16,000
Depreciation of Investments Reserve Account	5,000
General Reserve	78,466
	<hr/>
	£479,130

The disposal of the surplus has been based upon the memorandum "Funds available for capital works". The upshot of that memorandum is that, the reserve position is now good and the consideration next in importance is to improve the position of the Betterment Funds in order that there will be no danger of lack of funds for further expenditure in the event of another depression. It is suggested that a surplus balance of £300,000 and to be built up into and out of the fund £100,000 in every year from 1938 onwards.

Accordingly Sir G. Hughes' memorandum to the Advisory Council on the 1937 Supplementary Estimates recommended the allocation of £31,448 to Betterment Funds; and that recommendation ^{has been} accepted. So also was the recommendation to leave the question of

(para 9)
para 11

a Supplementary Sinking Fund until later. The recommendation to put £55,048 into a Rates Equalization Fund has, however, not been accepted, but this sum added instead to the provision for General Reserve.

The position of the Funds at the end of 1937 will therefore be that the General Reserve will have reached some £550,000, and the Betterment Funds will be such that, if the expenditure ^{in view} and contributions proposed for 1938 are accepted, then at the end of that year the Railway Betterment Fund will have a balance of £352,230 and the Harbours £65,123.

These provisions would seem to be sound and may be approved when passed by the Legislative Councils.

It will, however, be necessary first to consult the Treasury. The reason for the Treasury's demurring over the disposal in the original Estimates was not given, but was presumably that the chance of getting a Supplementary Sinking Fund appealed to them. If so, their Lordships will not like the new disposal of the greater surplus. Postponement of a decision was requested by the Treasury until the year's working is known, so the subject need not be raised with them yet. As, however, the working for this year will not be known until February 1938, and as similar questions are likely to arise over the 1938 Estimates, it might be as well to try to get the 1937 Estimates settled before embarking upon next years'. A letter should go to the Treasury after Supplementary Estimates have passed Legislative Councils.

(See also request in para 13 of No 2)

No. 1 1938 Estimates.

It may be put by pending the High Commissioner's comments upon them promised in No. 1.

G. C. White
20.11.1937

with supporting memoranda, comments on draft estimates for 1938 and states that S. of B will be notified by telegram when 20% of Kenya & Uganda signify their approval. Requests early approval of Estimates & of salary changes indicated.

No 1-3 438 Estimates

Rate Reductions

The decision to make rate reductions amounting to £158,200 has been reached after a calculation of the "standard" net revenue which can be expected during the coming 8 years. The conclusion is reached that a sum of £150,000 can be regarded as the surplus to be expected on the average during these years, and this sum is therefore free to be used to finance permanent rate reductions. Exactly how these reductions are to be made is to be decided later & so will not be discussed now.

Estimated Surplus

It was estimated that, rate reductions apart, railway revenue in 1938 would be little different from that of the 1937 supplementary estimate - £2,700,000. Railway ordinary expenditure, on the other hand, was expected to increase by some £150,000, owing to the general rise in prices - particularly that of coal - and partly also to increases in salaries (see below). Having then, for the proposed rate reductions a surplus is expected of £326,767 (compared with £479,150 for 1937).

Disposal of Surplus is:-

Reserve for Depreciation of Investments	£ 20,000
Rt. Bettement	100,000
Harbour	37,985
Unallocated Balance	168,782

326,767

para 4 of Memo A

the amount involved has recently increased. It is suggested that the amount involved in the matter.

The 1937 Bettement Contribution is an continuation of the policy already commenced in connection with the 1937 Supplementary Estimate. The Harbour Bettement Contribution follows the practice now being usual of transferring the Harbour Surplus to Harbour Bettement.

* see para 6 of ③

The unallocated balance is to be the subject of a further revision during the year. The Railway Board, Council has, in this regard, not accepted the recommendation of Sir G. Rhodes that this balance should be divided, roughly equally, between General Reserve, Supplementary Sinking Fund, & Rates Equalisation.

* see para 22 of Memo A

Change in Salaries

In para 7 of ③ the changes are proposed.

* see Memo D

The Chief Accountant's Salary is to be raised by £1000 to £1500, this compares with the established policy of raising, as suitable opportunity arises, the salaries of the Heads of Service Departments on the £1500 scale.

* See Memo A para 6 bottom

Senior Marine Officer to be lowered* as retirement of present holder from £1000 to £920 x 40-1000.

* " " " 7 top

Senior Marine Engineer to be raised* from £720 x 30-840 to £840 x 40 - 1000. There are also increases of £150 & £80 (allowance personal to present holder) in the posts, respectively, of

Port Engineer and Port Captain

in para 7 of ③

as mentioned in Memo D. It is requested that sanction should be given to these proposals in time for them to be introduced on 1/1/38. They would seem to be wholly unobjectionable and may be sanctioned at once as soon as Estimates have passed the Leg Co.

Closely Club

1/12/37

DESTROYED UNDER STATUTE

High Comm. Transport Tel. No. 16 - 10.12.37
Ref (2) + (3) Report that 2nd Supplementary 1936,
1st Supplementary 1937 & Stats. for 1938 of H.M.R.C.
passed by Imp. Gov. of Kenya (Kenya without comment)

The High Commr has asked for the changes
in Salaries proposed in §7 of (B) to be approved in
time to introduce them on Jan 1st 1938. I
understand that Commr is no need to consult other
Depts on such matters, so submit a draft C.C.
for comment.
C. C. White 11/12

[Owing to the system of registration
adopted in this Office, it is a matter of great
difficulty to find one's way through these
papers or to see what is essential and what is
not. I suggest for future reference that the
fact that 'railway' is mentioned in all the
papers does not afford a sufficient excuse for
piling them ~~all~~ together into one ^{large} jacket. I
have been driven more and more to the conclusion
that either the present system is unworkable or
it needs to be worked by specialists with much
more sub-division than has hitherto been
practised. That apart] we now have the I.U.A.
Petition for 1938 together with the revised
Petition for 1937. The best picture is given
in the memorandum 'A' enclosed in the Register
of the 10th of November, No. 7. During the
present year it will be seen that the working
of the railway has resulted in a revised
estimate of revenue of 22,700,000 as compared
with the original estimate of 22,474,560 and
with the original estimate for 1936 of 22,527,138. In
comparing

comparing the 1936 and 1937 revenue it must be
remembered that considerable reductions in rates,
estimated to cover the sum of 1,150,000 were made
during the year 1937.

The revised estimate of
expenditure for the year 1937 is not, however, one
which renders comparison with the 1936 estimate. It
appears, however, that a surplus of 48,170 is now
being realized as compared with the estimated
surplus of 2319,169. The disposal of this surplus
is discussed in No. 2 and the enclosures therein,
but we have to get Treasury approval before we
their Lordships in the early part of the year said
that they would prefer to postpone a decision until
the final out-turn of the year is known, so that
they must not be regarded as committed to the
allocation of the surplus. It is rather get
any surplus from the surplus estimate, to be
applied to the railway. The surplus of
of the year was estimated. The surplus of
2479,200 is now estimated to be 22,700,000
22,700,000. The surplus of the year 1937
at the rate of 22,700,000 as compared with the 1937
22,700,000. This surplus is well
well exact estimate of the surplus of the year
is estimated to be 22,700,000 as compared with
traffic of the railway. It is further
expenditure during the year 1937. It is further
goods traffic, estimated to be 22,700,000 as
is estimated to be 22,700,000 as compared with

X
as compared with
the original estimate
for 1937

The surplus of the year 1937 is well
the memorandum of the surplus of the year
is estimated to be 22,700,000 as compared with

Under Abstract "A" there is an increase amounting to 226,000 for maintenance of the Permanent Way and the buildings and works. Of this sum over 28,500 is required to meet the increased cost of labour including pensions. It is satisfactory to see that somebody in Kenya is beginning to increase the wages of the native staff.

Under Abstract "B" Running Expenses, there is a big increase of nearly 289,000 which is due to the increased cost of fuel. The South African coal supply gave out and coal had to be got from England at more than double the price (45/6d. a ton landed at Mombasa as compared with 20/9d. a ton from South Africa).

Under Abstract "C", Maintenance of Engines and Rolling Stock, there is a decrease of 211,000 which is due to the very satisfactory fact that the arrears of maintenance when engines etc. were allowed to go on running during the lean years have now been overtaken. It is also to be noted that the repairs locomotives etc. have been reduced to a minimum. It is also to be noted that the whole of the rolling stock locomotives etc. was in good condition last year.

The other items do not call for much comment. It is interesting to note that the increase in passenger traffic on the Mile has been due to the introduction of a new steam wheel into service.

The

The total ordinary working expenditure of 21,370,001 is an increase of 148,000 over the 1927 ordinary working expenditure of 21,222,001. The ordinary working expenditure is 1.11 of the estimated revenue of 49,760,000. The ordinary working expenditure is still remarkably low.

Renewals are calculated at 2% and the sum provided is 2249,882. The total expenditure, therefore, apart from debt charges is 21,720,883 which is 64.07% of the estimated revenue.

With reference to paragraph 17 of the memorandum the branch line guarantees have been abolished so that the railway will have to raise a sum which they estimate at 24,500 extra. I have not seen the figures but it seems

that the railway will have to raise a sum of 24,500 extra. I have not seen the figures but it seems

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In view of necessary
increase of traffic

view of this balance about £158,200 should be allotted to rates reduction and we shall hear later as regards the reductions which they propose. The High Commissioner says that he hopes to convince us that native interests are not being overlooked, so apparently my semi-official correspondence with Mr. Freeston has borne some fruit.

The proposal which requires the most immediate approval is that of the various officials mentioned in paragraph 7. It is proposed to put the Chief Accountant up from £1,250 to £1,500, to put the Senior Marine Officer on an incremental scale of 2920 - £1,000 instead of £1,000 fixed, and to raise the Senior Marine Engineer from £750 - 2840 to 2840 - 2920. It is also proposed to put up the Port Manager from £1,000 to £1,150, and the Port Captain is to have a personal allowance of 280. These increases seem to be reasonable and can be approved without reference to the Treasury.

I think then that the first thing to do is to telegraph approval of the revised salaries and at the same time send a telegram saying that the Secretary of State sees no reason to comment upon the Estimates but must first consult the Treasury, adding that approval can be assumed subject to their Lordships' consent.

The point of this is that the Treasury, if they fasten on anything at all, will fasten upon the allocation of the surplus and say that it ought to be devoted either to bail in or a supplementary sinking fund or ~~something~~ ^{repay} to ~~some~~ some of the £5,500,000 debt. They are not likely to comment upon any details of the Estimates and, indeed, are not in a position to do so, and we shall also have to send across the Supplementary Estimates for 1936 and 1937 for them to see and suggest that they now give approval to the allocation of the surplus recommended early this year to which they withheld approval.

J.E.O. 762
18/12/37

The K U R continues to do marvellously well; and the G. and his staff are entitled to the most cordial congratulations, when the time comes. This abounding prosperity astonishes, all things considered. They have given rate reductions, since December 1935, which, with the rate reductions now agreed on in bulk, will amount to something like £ 518,000 a year, as compared with the pre-1935 standards. That is all to the good; and is the right way of dealing with the position.

2. I agree generally with the preceding minutes. The Treasury will have to be consulted, as proposed. They are, I think, not unlikely to point out that all this prosperity ~~enforces~~ ^{shows} their view that the renewal rate should be stepped up to ~~the~~ 3.1%—or whatever the newly calculated exact figure is.

Adequate provision for renewals is a "working charge", and should come before allocations to things such as betterment and rate-reduction stabilisation funds, or general reserve. Their next point will not improbably be that --again with their 0½ millions in mind--the building up of a supplementary sinking fund is desirable. "Betterment" they will be inclined to relegate to the last, perhaps.

3. But it is little use attempting to anticipate their views. Clearly, with all this prosperity, and with the already effected rate reductions, it is going to be very difficult for us here to contest the "renewal" position hitherto firmly maintained by the Treasury. Theoretically, they are right; and practically it is now clear that the money is there--and is likely for some time to be there. On the other hand, we may legitimately stress the point that rate reductions are necessary, and must continue, in the best interests of Kenya. We can point to the success of this policy--broadly, that is: a detailed investigation would be necessary before we could be very emphatic on this point. We would have to examine the statistics of the traffic affected. But the railway rate structure is--admittedly, I think--still unscientific and top-heavy; and there is much to be said for rate reductions, from this point of view, even if beneficial effects cannot be traced arithmetically in the particular classes of traffic in question.

4. On present information, and "if I were dictator", I'd be inclined to put the order of things somewhat as follows:-

(a) additional renewal charges, if we are forced

to that by Treasury insistence.

(b) rate reductions, based on a scientific rating policy, and not designed so as to subsidise, in effect, export traffic. I'd fight for all rate reductions now effected, and now about to be given in detail.

(c) betterment funds.

(d) reserves to protect vital funds against depreciation.

(e) I'd let the supplementary sinking funds go down the drain, without regret.

It looks as if the "0½ million ones" would have to be fought primarily on the "political", and not on the financial, side. But things change very quickly nowadays; and we need not cross our bridges till we come to them.

The Land: December, 1937.

24/12/37
Telegraph as Mr. Flood proposes at A
of let us see the 5/6 to the Treasury.

I agree that rate reductions should come first, but when we get the detailed proposals we shall have to see that they do not make life materially more gloomy for the T.T. rates.

It is possible that if the price of cotton falls and a fall in the price of the rails will be used to justify a "special depression" rate for its carriage.

W. J. H. 23.12.37

5 to H.C. ~~for report~~
Tel. no 12 24/2/38

28/2/38
To Treas (w/c 1.2.3) cons. 17.1.38.
+ encls.

Y. Brown Agents - Minute - 10.2.38
Attaches copy of letter from London Paper, K.V.R. & enquires
whether they may pay the sum of £336 from K.V.R. funds
to the E.A.T. + I.O.

Although the Estimates have not been
formally approved ? it is safe
to authorize CA to make this
payment. Draft submitted for
consen
Clothy White 23/2

Att
A. J. M. Ave
23.2

S. ... 25.2.38

DESTROYED UNDER STATUTE

Agree that ...
their convenience is given without prejudice to revision that may be ...
of construction: asks that no further reductions in railway rates be made without
prior approval of their lordships.

He received
from DCA
today
7/Jan 15/3/38

Draft to High Comm submitted.
? No to show as used with No

Clothy White 16/3

I have not sent in the
dft. as the Treas have
filled in with the suggestions
in my letter to Mr. H. ...
(3) in 38179/11/38, the
dft. of which was approved
by Sir C. Bottomley.

Att
A. J. M. Ave
17.3

11 St. John's Lane, London W.C.2 (Tel. 6410) - 18 MAR 1938

12 High Comm. memo
Request assurance that, if necessary, he shall be at liberty to
authorise rate reductions to give effect to coffee liberty without
our reference to S. of S.

? Proceed as in 81.

J.P. Cassin
23/4

26/3/38

13 To E. Hale, Treas (10ms - mfg 12) } Cons
(copy of last incl in 6 on 1500/1/15/38) 26 APR 1938

Handwritten notes: "Handwritten notes", "para 1 of 3 and Nos."

DCA/Boza

Seen

S. Allen Smith

for DCA

30/4/38

DESTROYED UNDER STATUTE

14 H.C. Transport tel 9 6.5.38
asks for reply to no 12 before Railway
meeting of 18 May

15 Treas 5 39/19/38 5.5.38
Suggests the High Comm should authorise
temporary reductions in rates & that other
cases be submitted for approval

The Treasury agrees that the High
Comm^y may be authorised to make
temporary rate reductions which are beneficial
to revenue, but that for permanent rate
reductions the S.O.S must first be
consulted. This concession meets
the immediate point at issue, the
rate on coffee. But the Treasury
ban on rate reductions is only pending

settlement of C.A. of 5's mission case so in practice
the High Comm^y will be able to make any
reductions he likes - provided they are
beneficial to revenue - by calling them
temporary & reversing them when
necessary.

? As in draft memo (As in No 14 a
reply is requested in Com^o for the
Rly Council meeting on Entebbe on
Tuesday 18th it is perhaps better to
telegraph.)

Clarke White 7/6

J.P. Cassin
9/5
atome

16. 20 H. Com. tel 4 - 12 and - 10. 5. 38.

Handwritten initials

17. H.C. 75 19.5.38.
asks for tel authority to draw upon funds
allocated to settlement in 1937 supplementary
Estimates in order to cover 1938 programmes of
construction

Draft submitted for review

Noted
3/6.

18. To Hale (Treas) 17.5 26/5
B.O. of no
reply from
Hale in
a week. Clarke White 26/5
27.5.38
(copy also on 361/1/15/38)
H. M. Dave
27.5
atome

BU. No reply received to his 28.

Copy on 297. 3/6/38

19 Treasury 3/6/38

Ref 18. It is may be allowed to draw on funds up to amt necessary to carry out 1938 programme.

Ted. as in dft. Part copy of (19) in

the Railway debt file.

Atm
A.P. Moore
4.1.

copy recd. on 30/11/1938

20 K.G. Transport - 4.6.38

High action as at K

Copy to 19
please

21. H.K. Transport 115. 8.9.38
Do. two copies of memoranda reconciling apparent discrepancies between 1938 bills of KUR and those of Kenya, Uganda, Gambia.

7 P. White
C. White
15/9
K. Sumner
21/9/38
at once

[Signature]

22. H. for 30m. 2/10/38

The copy of 1st Supplementary Estimate 1938
(Regn directed on 30/11/1938)

Returned to Regn
Chief 1939 Estimate
H. 12/12

formulation on these
Supplementary Estimates
See 1938 file

23 Secretary to H. Co. 20m. T/C/A 2 brief (on 30/11/1938) - 12.6.39
Do. two copies of the second Supplementary Estimate, 1938

(Registration directed on 30/11/1938)

! Award
Observations on the 2nd
Supplementary Estimate
We have not yet seen the
form and they have
received approval from the
Leg. Co.

M. Cameron

6/8 Mr. B. in 1 month if
not received by then.

C. G. ...
6/7
at once

24. Acting Chief Secretary 30m. (on 30/12/1938) - 17.8.39
Do. 12 copies of the second Supplementary Estimate,

SPACES TO LIBRARY
DESTROYED UNDER STATUTE
1938

(See No. 22)

P.T.O

It is not made of 6/12. (See below)
circulating)
W.A. Young
23/12

The chief features of the

Second Supplementary Estimates for 1938 below (23), as compared with the First Supplementary Estimates, are as follows:-

<u>RAILWAYS.</u>		£.	£.
Ordinary working expenditure has exceeded the estimate by	13,892		
Revenue has exceeded the estimate by ..	<u>65,176</u>		
Balance transferred to Net Revenue Account	51,284		
Receipts on Net Revenue Account exceeded the estimate by	<u>7,378</u>		
	58,662		
Expenditure on Net Revenue Account exceeded the estimate by	<u>124,727</u>		
Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours) less than the estimate		66,065	

<u>HARBOURS.</u>	
Ordinary working expenditure is below the estimate by	170
Revenue has exceeded the estimate by	<u>49,933</u>
Balance transferred to Net Revenue Account	50,103

Brought forward	£.	50,103	£.	46,858
Credits on Net Revenue Account exceeded the estimate by		83		
Expenditure on Net Revenue Account exceeded the estimate by		<u>50,186</u>		
		30,859		
Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours) in excess of the estimate by				<u>19,327</u>
Net decrease of Combined Net Revenue Appropriation Account (Railways and Harbours)				46,738

The allocation of surplus balances has been altered, as compared with the First Supplementary Estimates, 1938, by:-

- (1) the addition of £. 19,327 to the Betterment Fund (Harbours) bringing the contribution for the year up to £34,089.
- (2) the cancellation of the proposed.. 20,000 contribution to the reserve for depreciation of investments in the Net Revenue Account (Railways) on account of the heavy depreciation of investments which formed a charge to that Account during the year.

The Second Supplementary Estimates ^{for any year} are normally forwarded with the Estimates for two years later and the High Commissioner does not comment upon them, so that it is possible that we shall get no observations, but we do need to know that they have been approved by the Legislative Councils of Kenya and Uganda. There seems to be no longer any need, in view of (12) in 36179/18/39, for these Estimates to be sent to the Treasury.

We might now enquire, with reference to (23), whether these Estimates have yet been approved by the two Legislative Councils. There do not appear

appear to be any major points in the Estimates to which we should draw attention.

R. W. Walker

20.10.39.

The Supplementary Estimate as approved by Legislative Council, with no doubt be forwarded with Kenya Estimate for 1940. But you in a fortnight so that Mr. Loder can see the position.

C. J. ...
31/11
at once.

13. 11. as directed.

W. H. ...
14/11

We can wait till we receive the Estimate for 1940

F. J. ...
14. 11.
at once

25. H. C. No. 131. Ref 3 - 1938 file. Enclose two copies of the second Supplementary Estimates for 1938 as approved by Harbour & Railway Advisory Councils and Kenya & Uganda Legislative Councils and request retrospective sanction.

14. 12. 39.

Please see Mr. Walker's minutes of 30/10 which sets out the position clearly. As these supplementary Estimates have now been approved by the L.C.S. of Kenya and Uganda,

? We may give the L.C.S.'s retrospective sanction without approaching the Treasury.

J. J. ...
30/12

J. J. ...
4.1.40
at once

26 To: Kenya (Transport) (25. 11. 39) 9/140

at once

DESTROYED UNDER STATUTE Secretary to H.C. - T/Cat/A13. 12.12.39.
Inc. two further copies of the second Supplementary Estimates for 1938. (Copies sent to Library)

Put by
J. J. ...
30.1.40
at once

at once

38179/16/37. KENYA.

26 14

C. O.

Mr. Whitcombe

Mr. Seel.

Mr. C. J. Jeffries.

Mr. A. J. Dawe.

Sir H. Moore.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

8/1/40
J.S.

A17
—



9 January, 1940.

Sir,

DRAFT.

TRANSPORT
KENYA-UGANDA.

NO. 2

Acting H.Cr.

FURTHER ACTION.

I have etc. to ack. the receipt of your despatch No. 131 (25) (139, 3) of the 14th December, and to convey to you my ^{approval} ~~sanction~~ of the Second Supplementary Estimates for 1938 of the Kenya and Uganda Railways and Harbours Administration.

I have, etc.,

(Signed) MALCOLM MacDONALD.

15


OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

TRANSPORT

KENYA UGANDA

NO 131

14th December, 1939.

Sir,

3-1938 flb

I have the honour to refer to Sir Robert Brooke-Popham's despatch Transport No. 148 of the 9th of December, 1938, with which were enclosed for your consideration copies of the first Supplementary Estimates of the Kenya and Uganda Railways and Harbours Administration for the year 1938. I now enclose for your consideration two copies of the second Supplementary Estimates for 1938 which have been passed by the Harbour Advisory Board and Railway Advisory Council and approved by the Legislative Councils of Kenya and Uganda. The reasons which made it necessary to introduce these Estimates are fully explained in the General Manager's memorandum of the 16th of May, 1939, with which they are incorporated. I shall be glad to learn whether you are prepared to sanction them retrospectively.

Handy 26

2. Ten copies of the second Supplementary Estimates were transmitted to you by surface mail on the 12th of December, 1939.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

THE RIGHT HONOURABLE
MALCOLM MACDONALD, M.P.
SECRETARY OF STATE FOR
THE COLONIES,
DOWNING STREET,
S.W.1.

W. H. ...
HIGH COMMISSIONER



Kenya and Uganda Railways and Harbours

**SECOND SUPPLEMENTARY
ESTIMATES, 1938**

Memorandum by the General Manager

SECOND SUPPLEMENTARY ESTIMATES, 1938

Second Supplementary Estimates for the year 1938 have been rendered necessary for the following reasons:—

1—RAILWAYS

1—WORKING EXPENDITURE

The total Ordinary Working Expenditure amounted to £1,396,970, compared with a provision of £1,383,078 made in the First Supplementary Estimates for 1938, an increase of £13,892.

The provision for Locomotive Running Expenses was exceeded by £18,542 due to increased engine mileage, while the provision for Maintenance of Engines and Rolling Stock was exceeded by £5,293 owing mainly to the repairs necessary to locomotives and maintenance of machinery, tools and plant, being greater than was anticipated.

These excesses were offset, to the extent of £9,943, by savings effected in the provision for Engineering, Traffic, Steamer, Motor, General and Miscellaneous Services.

2—RENEWAL CONTRIBUTION

The Renewals contribution was £347,560 which was the amount provided in the First Supplementary Estimates.

3—REVENUE

The total earnings amounted to	£2,659,176
as compared with the First Supplementary Estimates of	£2,594,000
<u>an increase of</u>	£65,176

due to increased goods traffic and the revised method of dealing with the rebate on account of railage on export coffee.

4—NET REVENUE ACCOUNT

The balance transferred from Revenue Account amounted to	£914,646
as compared with the First Supplementary Estimates of	£863,362
<u>an increase of</u>	£51,284

this increase being explained by the increase in Revenue, less the increase in expenditure previously referred to.

Expenditure in connexion with Net Revenue Account charges showed an increase of	£124,727
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over the First Supplementary Estimates.

This increase in expenditure was accounted for mainly by the considerable decline in the market value of investments held by the Administration, resulting in the provision for the Depreciation of Investments being insufficient by £78,924. In addition, it was necessary to provide a sum of £53,747 for rebates on the railage charges on coffee for export, provision for which was not included in the First Supplementary Estimates.

Receipts on Net Revenue Account exceeded the First Supplementary Estimates by	£7,378
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due to increased Interest on Cash Balances, Investments and Advances and, also, on account of increased receipts from Released and Retrieved Material, etc

The balance carried to the Combined Net Revenue Appropriation Account (Railways and Harbours) amounted to £251,707 as compared with the First Supplementary Estimates for 1938 of £317,772 a decrease of £66,065 this decrease being due, as detailed above, to:—

	£	£	
Increased Expenditure on Net Revenue Account of		124,727	
<i>Less:—</i>			
(i) Increase in Balance transferred from Revenue Account to Net Revenue Account of	51,284		
(ii) Increase in Earnings on Net Revenue Account of	7,378	58,662	£66,065

II—HARBOURS

1—WORKING EXPENDITURE

The total Ordinary Working Expenditure amounted to £196,580 compared with £196,750, provided for in the First Supplementary Estimates, a reduction of £170

As a result of increased traffic, payments to the Shore-handling and Lighterage Contractors and shore-working expenses exceeded the provision made in the First Supplementary Estimates, but these excesses were offset by savings effected under other heads of expenditure, principally in respect of Engineering Services at the Harbour.

2—REVENUE

Revenue exceeded the First Supplementary Estimates for 1938 by £49,933 due mainly to increased receipts from Import and Export traffic and the revised method of dealing with the rebate on account of harbour charges on export coffee.

3—RENEWAL CONTRIBUTION

The Renewals contribution of £28,576 was as provided for in the First Supplementary Estimates for the year.

4—HARBOURS NET REVENUE ACCOUNT

The balance transferred from Revenue Account amounted to £283,769 as compared with the First Supplementary Estimates of £233,666 an increase of £50,103

Expenditure on Net Revenue Account was £30,859 more than the sum provided for in the First Supplementary Estimates. Increase was due mainly to rebates amounting to £29,408 allowed in connexion with harbour charges on coffee and cotton seed for export, which rebates were not provided for in the First Supplementary Estimates.

The provision in respect of Write-off of Dead Assets was under-estimated, an additional amount of £1,375 being required.

The balance carried to the Combined Net Revenue Appropriation Account (Railways and Harbours) amounted to £34,089 or an increase of £19,327 this increase being accounted for, as detailed above, by:—

	£	£
(i) Increase in Balance transferred from Revenue Account to Net Revenue Account of	50,103	
(ii) Increase in credits on Net Revenue Account	83	50,186

Less:—

Increased expenditure on Net Revenue Account	30,859	£19,327
--	--------	---------

III—COMBINED NET REVENUE APPROPRIATION ACCOUNT

(RAILWAYS AND HARBOURS)

The balances carried to the Combined Net Revenue Appropriation Account are:—

	£
Railways (Surplus)	251,707
Harbours (Surplus)	34,089
Total	£285,796

a decrease of £46,738 compared with the amount provided for in the First Supplementary Estimates for 1938.

In addition, the balances unallocated in 1937, of:—

Railways	£65,544	
Harbours	£39,652	£105,196

was carried to this account.

The surplus of £285,796 together with the 1937 unallocated balances of £105,196 totalling £390,992 has been allocated as follows:—

	£
Contribution to Betterment Funds (Railways)	100,000
Contribution to Betterment Funds (Harbours)	34,089
<i>Reserve Accounts—</i>	
Rates Stabilization and Relief	200,000
Superannuation	36,000
	£370,089

leaving an unallocated Surplus (Railways) of £20,903 £390,992

The Contribution to Betterment Fund (Harbours) of £34,089 compared with the provision of £14,762 made in the First Supplementary Estimates, an increase of £19,327.

On account of the heavy depreciation of investments which formed a charge to Net Revenue Account (Railways) during 1938, it was not deemed necessary to transfer any amount to the Reserve for Depreciation of Investments, although £20,000 was provided for this purpose in the First Supplementary Estimates for 1938.

IV—ABSTRACT "J"

RENEWALS

The total contribution to the Renewals Fund in respect of Railways, Motor, Marine and Harbours was £376,136 which was the amount provided in the First Supplementary Estimates for 1938.

V—ABSTRACT "K"

BETTERMENT

The total contribution to Betterment Fund was £134,089 as follows:—

Railways	£100,000
Harbours	£34,089

While the contribution on account of Railways was the same as that provided in the First Supplementary Estimates for 1938, that in respect of Harbours was £19,327 in excess of the provision made.

VI—ABSTRACT "L"

EXPENDITURE ON NEW WORKS AND RENEWALS—RAILWAYS, ROAD AND LAKE MARINE SERVICES

It was not possible to carry out the whole of the work provided for in the First Supplementary Estimates for 1938. Expenditure amounted to £513,146 compared with £683,337, for which provision was made.

Expenditure in respect of sub-heads IV—Workshop Machinery and Equipment, VI—Telegraphs, and VIII—Road Motor Equipment, was in excess of the provision made but this excess was offset by reductions in the expenditure allowed for under the other sub-heads of the Abstract.

The delayed delivery of material from the United Kingdom was mainly responsible for the appreciable reduction in the expenditure provided for under sub-head VII—Rolling Stock.

VII—ABSTRACT "M"

EXPENDITURE ON NEW WORKS AND RENEWALS—HARBOURS

It was not possible to carry out the whole of the work provided for in the First Supplementary Estimates for 1938. Expenditure amounted to £17,632 as compared with the provision of £21,218.

VIII—REVISED ESTIMATES

Statements are attached showing the actual results of working for the year 1938, as compared with the First Supplementary Estimates for 1938, approved in that year.

G. D. RHODES,
General Manager.

Nairobi,
16th May, 1939.

Kenya and Uganda Railways and Harbours

RAILWAYS—REVENUE ACCOUNT, 1938

EXPENDITURE	Alar. mark.	Revised Estimate	Actual	Increase	Decrease	EARNINGS	Revised Estimate	Actual	Increase	Decrease
To Engineering Expenses	A	£ 241,555	£ 287,061	£ 45,506	£ 4,674	By Passengers	£ 195,000	£ 194,013	£ 987	£ 887
„ Locomotive Running Expenses	B	356,162	374,704	18,542	..	„ Parcels and Luggage	32,000	31,363	637	637
„ Maintenance of Engines and Rolling Stock	C	229,758	235,051	5,293	..	„ Live Stock	20,000	23,884	3,884	2,116
„ Traffic Expenses	D	264,872	264,738	..	134	„ Goods	2,285,000	2,353,235	68,235	..
„ General Charges	E	104,926	103,441	1,485	..	„ Telegraphs	56,000	56,681	681	..
„ Steam Services	F	76,983	75,810	1,173	..	„ Miscellaneous	..	..	..	..
„ Motor Services	G	10,297	9,731	566	..					
„ Miscellaneous	H	98,525	96,414	2,111	..					
Total Ordinary Working Expenditure		1,383,078	1,396,970	13,892	..					
„ Renewals Contribution	J	347,560	347,560	..	..			
Total Expenditure		1,730,638	1,744,530	13,892	..					
Balance Net Earnings carried to Net Revenue Account		£ 803,362	£ 914,046	£ 110,684	..					
TOTAL	£	2,534,000	2,658,576	124,576	..		£ 2,594,000	2,659,176	65,176	..

RAILWAYS—NET REVENUE ACCOUNT, 1938

	Revised Estimate	Actual	Increase	Decrease
To Loan Interest Charges	£ 542,512	£ 542,119	£ 393	..
„ Lease Redemption Charges	105,716	105,716	..	..
„ Write-off of Dead Assets	12,200	6,457	5,743	..
„ Write-down of Stores Stocks on account of Obsolescence and Depreciation	2,000	1,870	130	..
„ Denotation of Assets	4,700	3,022	1,678	..
„ Transfer of Assets	..	..	..	..
„ Depreciation of Investments	10,000	88,924	78,924	..
„ Rebates on account of Railrage on Export Coffee	..	53,747	53,747	..
„ Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours)	317,772	251,707	66,065	..
TOTAL	£ 994,900	1,053,562	58,662	..

Revised Estimate	Actual	Increase	Decrease
£ 803,362	£ 914,046	£ 110,684	..
122,000	126,463	4,463	..
9,500	12,397	2,897	..
38	56	18	..
£ 994,900	1,053,562	58,662	..

By Balance from Revenue Account (Railways)

„ Interest on Cash Balances, Investments and Advances

„ Released and Retrieved Material

„ Surplus on Land Account (Uganda)

TOTAL

TOTAL

Kenya and Uganda Railways and Harbours

HARBOURS--REVENUE ACCOUNT, 1938.

Expenditure	Revenue Estimate	Actual	Excess	Decrease	Earnings	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£		£	£	£	£
Engineering Expenses	19,500	8,319	11,181		1. Harbours--	75,800	87,397	11,597	
Marine Working	15,456	15,555	99		(a) General Cargo:	60,000	63,698	3,698	
Maintenance of Mechanical Plant	14,123	1,794	12,329		(b) Handling and Lighterage..				
Shore Working	35,05	35,341	296		(c) Coal (including Administration & Local):	6,312	6,510	198	
General Charges	9,631	14,337	4,706		(a) Wharfage and Wayleaves..	12,673	12,351		322
Miscellaneous Expenditure	10,173	9,555	618		(b) Handling and Lighterage..				
Levanteur's Expenditure	115,938	115,301	637		(iii) Bunker and Fuel Oils	17,500	19,257	1,757	
Payments to Shore Handling and Lighterage Contractors	8,319	83,274	74,955		2. EXPORTS--				
Total Ordinary Working Expenditure	199,796	199,360	436		(i) General Cargo: Handling and Lighterage	155,980	188,867	32,887	
Renewals Contribution	28,375	28,374	1		(ii) Bunker Coal: Wharfage, Wayleaves, Handling and Lighterage	277	166		111
Total	228,171	227,734	437		(iii) Bunkers and Fuel Oils Wharfage	1,250	1,276	26	
Balance Net Earnings carried to Net Revenue Account	233,666	283,769	50,103		3. MARINE CHARGES, ETC.	75,200	73,055		2,145
TOTAL	458,992	508,925	49,933		4. RENTS AND STORAGE CHARGES..	18,000	20,650	2,650	
					5. MISCELLANEOUS CHARGES	36,000	35,698		302
					TOTAL	458,992	508,925	49,933	

Kenya and Uganda Railways and Harbours

HARBOURS--NET REVENUE ACCOUNT, 1938.

Particulars	Revised Estimate	Actual	Increase	Decrease	Particulars	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£		£	£	£	£
Year Interest Charges	183,484	183,457	27		Balance from Revenue Account (Harbours)	233,666	283,769	50,103	
Loan Redemption Charges	35,475	35,474	1		Released and Retrieved Material	36	159	123	
Write-off of Dead Assets	400	1,775	1,375		Interest on Stamp Duty Reserve Fund	423	429	6	
Depreciation of Investments (Stamp Duty Reserve Fund)	154	154			Appreciation of Investments (Stamp Duty Reserve Fund)	46			46
Write-down of Stores Stocks on account of Obsolescence and Depreciation	50			50					
Rebates on account of Export Coffee	13,285	13,285							
Rebates on account of Export Cotton Seed	16,123	16,123							
Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours)	14,762	34,089	19,327						
TOTAL	234,171	284,357	50,186		TOTAL	234,171	284,357	50,186	

Kenya and Uganda Railways and Harbours

RAILWAYS AND HARBOURS—COMBINED NET REVENUE APPROPRIATION ACCOUNT, 1938

PARTICULARS	Revised Estimate	Actual	Increase	Decrease	PARTICULARS	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£		£	£	£	£
Contribution to Betterment Fund—									
Railways	100,000	100,000			Balance from Net Revenue Account	317,772	251,707		66,065
Harbours	14,762	34,089	19,327		Railways	14,762	34,089	19,327	
Reserve Accounts—					Harbours				
Depreciation of Investments	20,000			20,000	Balance Unallocated, 1937				
Rates Stabilization and Relief	200,000	200,000			Railways	65,544	65,544		
Superannuation	36,000	36,000			Harbours	39,652	39,652		
Balance—									
Railways	66,968	20,903		46,065					
Harbours									
TOTAL	£ 437,730	£ 350,992		£ 46,738	TOTAL	£ 437,730	£ 390,992		£ 46,738

ABSTRACT J.—RENEWALS

	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£
CONTRIBUTION TO RENEWALS FUND				
Railways	319,412	319,412		
Motor	2,326	2,326		
Marine	25,822	25,822		
Harbours	28,578	28,576		
TOTAL	£ 376,136	£ 376,136		

ABSTRACT K.—BETTERMENT

	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£
CONTRIBUTION TO BETTERMENT FUND				
Railways	100,000	100,000		
Harbours	14,762	34,089	19,327	
TOTAL	£ 114,762	£ 134,089	£ 19,327	

Secretary to H.C. SAC 20/1/38. Loc 2509/24/38

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SECOND SUPPLEMENTARY ESTIMATES - 1938.

Attached, for the information of Council, are the Second Supplementary Estimates for 1938.

2. The covering memorandum to the Estimates explains the necessity for these Estimates, which, in due course, will be submitted to the Legislative Councils of Kenya and Uganda.

3. A revised Schedule of Works covered by the provision made in Abstract "L" of the Second Supplementary Estimates for 1938, reflecting all variations from the schedule accompanying the First Supplementary Estimates, will be laid on the table for the information of Council.

RECOMMENDATION:

Council recommends the Second Supplementary Estimates for 1938 for approval and submission to the Legislative Councils of Kenya and Uganda.

Ref. No. E.F. 3/38A.

GENERAL MANAGER'S OFFICE,
NAIROBI.

20th May, 1938.



Kenya and Uganda Railways and Harbours

**SECOND SUPPLEMENTARY
ESTIMATES, 1938**

Memorandum by the General Manager

SECOND SUPPLEMENTARY ESTIMATES, 1938

Second Supplementary Estimates for the year 1938 have been rendered necessary for the following reasons:—

1—RAILWAYS

1—WORKING EXPENDITURE

The total Ordinary Working Expenditure amounted to £1,396,970, compared with a provision of £1,383,078 made in the First Supplementary Estimates for 1938, an increase of £13,892.

The provision for Locomotive Running Expenses was exceeded by £18,542 due to increased engine mileage, while the provision for Maintenance of Engines and Rolling Stock was exceeded by £5,293 owing mainly to the repairs necessary to locomotives and maintenance of machinery, tools and plant, being greater than was anticipated.

These excesses were offset, to the extent of £9,943, by savings effected in the provision for Engineering, Traffic, Steamer, Motor, General and Miscellaneous Services.

2—RENEWAL CONTRIBUTION

The Renewals contribution was £347,560 which was the amount provided in the First Supplementary Estimates.

3—REVENUE

The total earnings amounted to	£2,659,176
as compared with the First Supplementary Estimates of	£2,594,000
an increase of	£65,176
due to increased goods traffic and the revised method of dealing with the rebate on account of railage on export coffee.	

4—NET REVENUE ACCOUNT

The balance transferred from Revenue Account amounted to	£914,646
as compared with the First Supplementary Estimates of	£863,362
an increase of	£51,284
this increase being explained by the increase in Revenue, less the increase in expenditure previously referred to.	

Expenditure in connexion with Net Revenue Account charges showed an increase of	£124,727
over the First Supplementary Estimates.	

This increase in expenditure was accounted for mainly by the considerable decline in the market value of investments held by the Administration, resulting in the provision for the Depreciation of Investments being insufficient by £78,924. In addition, it was necessary to provide a sum of £53,747 for rebates on the railage charges on coffee for export, provision for which was not included in the First Supplementary Estimates.

Receipts on Net Revenue Account exceeded the First Supplementary Estimates by	£7,378
due to increased Interest on Cash Balances, Investments and Advances and, also, on account of increased receipts from Leased and Retrieved Material, etc.	

The balance carried to the Combined Net Revenue Appropriation Account (Railways and Harbours) amounted to £251,707 as compared with the First Supplementary Estimates for 1938 of £317,772 a decrease of £66,065 this decrease being due, as detailed above, to:—

	£	£	
Increased Expenditure on Net Revenue Account of		124,727	
<i>Less:—</i>			
(i) Increase in Balance transferred from Revenue Account to Net Revenue Account of	51,284		
(ii) Increase in Earnings on Net Revenue Account of	7,378	58,662	£66,065

II—HARBOURS

1—WORKING EXPENDITURE

The total Ordinary Working Expenditure amounted in 1938 to £196,580 compared with £196,750, provided for in the First Supplementary Estimates, a reduction of £170

As a result of increased traffic, payments to the Shore handling and Lighterage Contractors and shore working expenses exceeded the provision made in the First Supplementary Estimates, but these excesses were offset by savings effected under other heads of expenditure, principally in respect of Engineering Services at the Harbour.

2—REVENUE

Revenue exceeded the First Supplementary Estimates for 1938 by £49,933 due mainly to increased receipts from Import and Export traffic and the revised method of dealing with the rebate on account of harbour charges on export coffee.

3—RENEWAL CONTRIBUTION

The Renewals contribution of £28,576 was as provided for in the First Supplementary Estimates for the year.

4—HARBOURS NET REVENUE ACCOUNT

The balance transferred from Revenue Account amounted to £283,769 as compared with the First Supplementary Estimates of £233,666 an increase of £50,103

Expenditure on Net Revenue Account was £30,859 more than the sum provided for in the First Supplementary Estimates. This increase was due mainly to rebates amounting to £29,408 in connexion with harbour charges on coffee and cotton seed for export, which rebates were not provided for in the First Supplementary Estimates.

The provision in respect of Write-off of Dead Assets was underestimated, an additional amount of £1,375 being required.

The balance carried to the Combined Net Revenue Appropriation Account (Railways and Harbours) amounted to £34,089 or an increase of £19,327 this increase being accounted for, as detailed above, by:—

	£	£	
(i) Increase in Balance transferred from Revenue Account to Net Revenue Account of	50,103		
(ii) Increase in credits on Net Revenue Account	83	50,186	
<i>Less:—</i>			
Increased expenditure on Net Revenue Account		30,859	£19,327

III—COMBINED NET REVENUE APPROPRIATION ACCOUNT

(RAILWAYS AND HARBOURS)

The balances carried to the Combined Net Revenue Appropriation Account are:—

	£
Railways (Surplus)	251,707
Harbours (Surplus)	34,089
Total	£285,796

a decrease of £46,738 compared with the amount provided for in the First Supplementary Estimates for 1938.

In addition, the balances unallocated in 1937, of:—

Railways	£65,544	
Harbours	£39,652	£105,196

was carried to this account.

The surplus of £285,796 together with the 1937 unallocated balances of £105,196 totalling £390,992 has been allocated as follows:—

	£	
Contribution to Betterment Funds (Railways)	100,000	
Contribution to Betterment Funds (Harbours)	34,089	
<i>Reserve Accounts—</i>		
Rates Stabilization and Relief	200,000	
Superannuation	36,000	
	£370,089	
leaving an unallocated Surplus (Railways) of	£20,903	£390,992

The Contribution to Betterment Fund (Harbours) of £34,089 compared with the provision of £14,762 made in the First Supplementary Estimates, an increase of £19,327.

On account of the heavy depreciation of investments which formed a charge to Net Revenue Account (Railways) during 1938, it was not deemed necessary to transfer any amount to the Reserve for Depreciation of Investments, although £20,000 was provided for this purpose in the First Supplementary Estimates for 1938.

IV—ABSTRACT "J"
RENEWALS

The total contribution to the Renewals Fund in respect of Railways, Motor, Marine and Harbours was £376,136 which was the amount provided in the First Supplementary Estimates for 1938.

V—ABSTRACT "K"
BETTERMENT

The total contribution to Betterment Fund was £134,089 as follows:—

Railways	£100,000
Harbours	£34,089

While the contribution on account of Railways was the same as that provided in the First Supplementary Estimates for 1938, that in respect of Harbours was £19,327 in excess of the provision made.

VI—ABSTRACT "L"

EXPENDITURE ON NEW WORKS AND RENEWALS—RAILWAYS, ROAD AND LAKE MARINE SERVICES

It was not possible to carry out the whole of the work provided for in the First Supplementary Estimates for 1938. Expenditure amounted to £513,146 compared with £683,337, for which provision was made.

Expenditure in respect of sub-heads IV—Workshop Machinery and Equipment, VI—Telegraphs, and VIII—Road Motor Equipment, was in excess of the provision made but this excess was offset by reductions in the expenditure allowed for under the other sub-heads of the Abstract.

The delayed delivery of material from the United Kingdom was mainly responsible for the appreciable reduction in the expenditure provided for under sub-head VII—Rolling Stock.

VII—ABSTRACT "M"

EXPENDITURE ON NEW WORKS AND RENEWALS—HARBOURS

It was not possible to carry out the whole of the work provided for in the First Supplementary Estimates for 1938. Expenditure amounted to £17,632 as compared with the provision of £21,218.

VIII—REVISED ESTIMATES

Statements are attached showing the actual results of working for the year 1938, as compared with the First Supplementary Estimates for 1938, approved in that year.

Nairobi,
16th May, 1939.

G. D. RHODES,
General Manager.

Kenya and Uganda Railways and Harbours

RAILWAYS—REVENUE ACCOUNT, 1938

EXPENDITURE	Abstract	Revised Estimate	Actual	Increase	Decrease	EARNINGS	Revised Estimate	Actual	Increase	Decrease
To Engineering Expenses	A	£ 241,555	£ 237,081	£ 4,474		By Passengers	£ 195,000	£ 194,013	£ 987	
" Locomotive Running Expenses	B	356,162	374,704	18,542		" Parcels and Luggage	32,000	31,363	637	
" Maintenance of Engines and Rolling Stock	C	229,758	235,051	5,293		" Live Stock	26,000	23,884	2,116	
" Traffic Expenses	D	264,872	264,738	134		" Goods	2,285,000	2,352,235	68,235	
" General Charges	E	104,926	103,441	1,485		" Telegraphs	56,000	56,681	681	
" Steamer Services	F	76,983	75,810	1,173		" Miscellaneous				
" Motor Services	G	10,297	9,731	566						
" Miscellaneous	H	98,525	96,414	2,111						
Total Ordinary Working Expenditure		1,383,078	1,396,970	13,892						
" Renewals Contribution	J	347,566	347,566							
Total Expenditure		1,730,638	1,744,536	13,892						
Balance Net Earnings carried to Net Revenue Account		863,362	914,646	51,284						
TOTAL		£ 2,594,000	£ 2,659,176	£ 65,176			£ 2,594,000	£ 2,659,176	£ 65,176	

RAILWAYS—NET REVENUE ACCOUNT, 1938

	Revised Estimate	Actual	Increase	Decrease
To Loan Interest Charges	£ 542,512	£ 542,114	£ 398	
" Loan Redemption Charges	105,716	105,716		
" Write-off of Dead Assets	12,200	6,447	5,753	
" Write-down of Stores Stocks on account of Obsolescence and Depreciation	2,000	6,879	4,879	
" Penetration of Assets	4,700	3,022	1,678	
" Transfer of Assets	10,000	88,924	78,924	
" Rebates on account of Railage on Export Coffee		53,747	53,747	
" Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours)	317,572	251,797	65,775	
TOTAL	£ 994,900	£ 1,053,362	£ 58,462	

By Balance from Revenue Account (Railways) 863,362
 Interest on Cash Balances, Investments and Advances 122,000
 Released and Retrieved Material 9,500
 Surplus on Land Account (Uganda) 38

TOTAL

£ 994,900

£ 1,053,362

£ 58,462

Kenya and Uganda Railways and Harbours

HARBOURS—REVENUE ACCOUNT, 1938

Expenditure	Actual	Increase	Decrease	Earnings	Revised Estimate	Actual	Increase	Decrease
A	£	£	£	£	£	£	£	£
Engineering Expenses ..	19,840		1,511	1. IMPORTS—				
Machine Working ..	15,855		71	(i) General Cargo:	75,800	87,397	11,597	
Maintenance of Mechanical Plant ..	14,433		129	(a) Wharfage ..	60,000	63,698	3,698	
Shore Working ..	35,105	296		(b) Handling and Lighterage ..				
General Charges ..	19,611		74	(ii) Coal (including Administration's Coal):				
Miscellaneous Expenditure ..	10,103		248	(a) Wharfage and Wayleaves ..	6,312	6,510	198	
Departmental Expenditure ..	115,038		1,737	(b) Handling and Lighterage ..	12,673	12,351	322	
Payments to Shore Handling and Lighterage Contractors ..	83,279	1,567		(iii) Bunker and Bulk Oils Wharfage ..	17,500	19,257	1,757	
Total Ordinary Working Expenditure ..	196,750		170	2. EXPORTS—				
Renewals Contribution ..	28,576		170	(i) General Cargo: Wharfage, Handling and Lighterage ..	155,980	188,867	32,887	
Total ..	225,326		170	(ii) Bunker Coal: Wharfage, Wayleaves, Handling and Lighterage ..	277	166	111	
Balance Net Earnings carried to Net Revenue Account ..	233,666	50,103		(iii) Bunker and Bulk Oils Wharfage ..	1,250	1,276	26	
TOTAL ..	458,992	49,933		3. MARINE CHARGES, ETC.	75,200	73,055	2,145	
				4. RENTS AND STORAGE CHARGES ..	18,000	20,650	2,650	
				5. MISCELLANEOUS CHARGES ..	36,000	35,698	302	
				TOTAL ..	458,992	508,925	49,933	

Kenya and Uganda Railways and Harbours

HARBOURS—NET REVENUE ACCOUNT, 1938

PARTICULARS	Revised Estimate	Actual	Increase	Decrease	PARTICULARS	Revised Estimate	Actual	Increase	Decrease
£	£	£	£	£	£	£	£	£	£
Loan Interest Charges ..	183,484	183,457		27	Balance from Revenue Account (Harbours)	233,666	283,769	50,103	
Loan Redemption Charges ..	35,475	35,474			Released and Retrieved Material ..	36	159	123	
Write-off of Dead Assets ..	400	1,775	1,375		Interest on Stamp Duty Reserve Fund ..	423	429	6	
Depreciation of Investments (Stamp Duty Reserve Fund) ..		154	154		Appreciation of Investments (Stamp Duty Reserve Fund)	46			46
Write-down of Stores Stocks on account of Obsolescence and Depreciation ..	50			50	TOTAL ..	234,171	284,357	50,186	
Rebates on account of Export Coffees ..		13,285	13,285						
Rebates on account of Export Cotton Seed ..		16,123	16,123						
Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours) ..	14,762	34,089	19,327						
TOTAL ..	234,171	284,357	50,186						

Kenya and Uganda Railways and Harbours

RAILWAYS AND HARBOURS—COMBINED NET REVENUE APPROPRIATION ACCOUNT, 1938

PARTICULARS	Revised Estimate	Actual	Increase	Decrease	PARTICULARS	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£		£	£	£	£
Contribution to Betterment Fund—					Balance from Net Revenue Account				
Railways	100,000	100,000			Railways	317,772	251,707		86,065
Harbours	14,762	34,089	19,327		Harbours	14,762	34,089	19,327	
Reserve Accounts—					Balance Unallocated, 1937				
Depreciation of Investments ..	20,000			20,000	Railways	65,544	65,544		
Rates Stabilization and Relief ..	200,000	200,000			Harbours	39,652	39,652		
Superannuation	36,000	36,000							
Balance—									
Railways	66,968	20,903		46,065					
Harbours									
TOTAL	£ 437,730	380,992		46,738	TOTAL	£ 437,730	380,992		46,738

ABSTRACT J.—RENEWALS

	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£
CONTRIBUTION TO RENEWALS FUND				
Railways	319,412	316,412		
Motor	2,326	2,326		
Marine	25,822	25,822		
Harbours	38,576	28,576		10,000
TOTAL	£ 376,136	376,136		

ABSTRACT K.—BETTERMENT

	Revised Estimate	Actual	Increase	Decrease
	£	£	£	£
CONTRIBUTION TO BETTERMENT FUND				
Railways	100,000	160,400	60,400	
Harbours	14,762	34,089	19,327	
TOTAL	114,762	194,489	79,727	

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Kenya and Uganda Railways and Harbours

ABSTRACT L.—ESTIMATE OF EXPENDITURE ON WORKS-IN PROGRESS AND PROPOSED (RAILWAYS, ROAD AND LAKE MARINE SERVICES)

HEAD OF EXPENDITURE	REVISED ESTIMATE—1938							Expenditure during subsequent years	NET EXPENDITURE—1938							Expenditure during subsequent years	FURTHER SANCTION REQUIRED						Expenditure during subsequent years		
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total		Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total		Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account		Total	
I. Permanent Way	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
II. Station Buildings, Machinery and Equipment	308	24,990	35,277	42,956	45	542	104,118	247,790	30	3,801	26,149	55,336	45	360	86,021	267,376	278	21,189	8,828	12,380	182	48,097	19,586		
III. Staff Quarters	11,924	40,585	28,992	5,352	670	2,902	90,425	74,955	27,643	33,079	14,850	6,402	-660	1,438	84,072	82,104	15,719	7,506	14,142	1,050	Dec.	Dec.	Dec.	Dec.	7,149
IV. Workshop Machinery and Equipment	8,903	17,901	37,233	24,383	216	984	89,620	55,164	9,428	16,200	28,121	20,145	156	313	74,303	69,495	625	1,701	9,112	4,238	60	671	15,257	14,331	
V. Inland Jetties and Piers	3,315	6,621	17,042	11,902	116	38,996	21,845	2,580	5,910	17,701	13,478	283	40,042	19,910	735	711	749	1,576	167	1,046	167	1,046	1,935		
VI. Telegraphs	10,303	1,378	400	160	400	12,688	37,900	10,590	1,620	175	12,403	37,994	73	179	236	256	225	150	400	283	94	438			
VII. Rolling Stock	4,340	2,558	4,422	310	11,580	3,200	4,267	2,379	3,045	266	11,894	2,762	183,892	565,065	3,769	203	943	106,031	2,186	113,102	114,591				
VIII. Road Motor Equipment	3,769	2,620	13,545	274,874	216	2,136	299,084	460,474	2,417	12,602	168,843	220	1,943	86	501	20	521	86							
IX. Lake Marine Services	7,144	7,574	8,840	25	1,189	24,772	92,095	6,237	883	3,248	82	1,663	11,513	97,776	907	6,691	5,622	67	96	13,260	5,681				
X. Sundry Renewals and Betterments	188	1,150	7,223	4,243	12,804	7,450	189	1,122	4,312	3,460	7,033	13,612	40	28	2,911	2,783									
TOTAL	£ 28,407	115,936	161,697	377,478	1,536	8,289	683,337	890,873	50,920	84,355	169,010	274,205	1,803	3,497	512,140	1,156,180	11,413	31,581	41,761	103,267	173	4,802	170,101	165,307	

ABSTRACT M.—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED (HARBOURS)

HEAD OF EXPENDITURE	REVISED ESTIMATE—1938							Expenditure during subsequent years	NET EXPENDITURE—1938							Expenditure during subsequent years	FURTHER SANCTION REQUIRED						Expenditure during subsequent years	
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total		Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total		Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account		Total
I. Permanent Way	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
II. Piers, Wharves and Harbour Improvements	—	2,109	1,584	1,116	87	175	3,965	103,615	—	1,190	2,696	Cr 2	175	3,959	27,609	362	919	1,012	89	281	4	281	117	76,006
III. Marine Craft	—	775	—	—	—	—	775	—	736	—	—	—	—	736	—	39	39	—	—	—	—	—	39	—
IV. Plant	11,538	—	380	—	—	—	1,918	500	10,014	Cr 216	341	—	—	10,139	2,063	1,321	216	39	—	—	—	—	1,779	1,563
V. Navigation Lighting	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
VI. Improvements to Harbours, etc.	—	—	2,769	—	—	—	2,769	840	—	1,536	—	—	—	1,536	2,279	—	—	—	—	—	—	—	1,233	1,439
VII. Sundry Renewals and Betterments	71	—	511	—	—	—	582	2,700	71	—	253	—	—	324	1,598	—	—	258	—	—	—	—	258	1,192
TOTAL	£ 11,609	2,884	3,347	1,203	175	—	21,218	107,920	10,985	3,710	4,833	833	175	17,622	33,841	1,324	1,174	518	370	—	—	—	3,586	74,079

27/11/38.

Registration directed on 38179/6/38 Kenya.



Kenya & Uganda Railways & Harbours

FIRST SUPPLEMENTARY
ESTIMATES, 1938

Memorandum by the Acting General Manager

FIRST SUPPLEMENTARY ESTIMATES, 1938.

Supplementary Estimates for the year 1938 have been rendered necessary for the following reasons:—

I.—RAILWAYS.

1.—WORKING EXPENDITURE

It is anticipated that the Total Ordinary Working Expenditure, originally estimated at £1,379,765 will be exceeded by the sum of £3,313 made up as follows:—

Abstract "C"—Maintenance of Engines and Rolling Stock	£	
Abstract "E"—General Charges	25,993	
Abstract "F"—Steamer Services	1,748	
	2,857	
		£30,598
<i>Less Savings:</i>		
Abstract "B"—Locomotive Running Expenditure	13,916	
Abstract "D"—Traffic Expenses	6,039	
Abstract "G"—Motor Services	1,292	
Abstract "H"—Miscellaneous	4,038	
		27,285
Total excess		£3,313

The reasons for the excess are:—

Abstract "C"

The excess under this head is due to an anticipated increase in the actual cost of maintenance of:—

Engines	£	
Coaching Stock	15,434	
Goods Stock	4,092	
Machinery	5,967	
		500
		£25,993

the increase being due mainly to the considerable increase in the cost of materials that has taken place since the approved estimates were prepared.

Abstract "E"

The excess is mainly due to insufficient provision having been made in respect of Consulting Engineers' fees and Crown Agents' Commission; to an underestimate of expenditure on account of Printing and Stationery and Watch and Ward; and also to additional expenditure on account of overseas publicity.

Abstract "F"

The increase is due to the necessity for converting certain vessels to oil burning and for providing additional Third Class passenger accommodation on the s.s. "Robert Coryndon"; to the provision now made for running allowances for the African crews; to the increased price of stores and fuel; to additional maintenance expenditure

rendered necessary by unforeseen circumstances; and to the desirability of replacing refrigerator equipment on Lake vessels in order to effect economy in running costs.

Abstract "B" (Saving):

The reduction is principally due to the expenditure on all types of fuel now being expected to be less than the provision made in the approved estimates.

Abstract "D" (Saving):

While there has been some increase in expenditure on account of additional traffic, greater savings are anticipated in the provision made for staff, mainly due to certain posts provided for not having been filled.

Abstract "G" (Saving):

The saving is due mainly to the economy effected by the replacement of old vehicles by lorries of greater capacity.

Abstract "H" (Saving):

Although there are excesses of £250 on account of the Suggestion Scheme and Training Scheme and £1,000 in respect of per capita medical payments due to increased staff to cope with additional traffic, these increases are more than offset by anticipated savings under all other items of the Abstract.

RENEWAL CONTRIBUTIONS

The decrease of £2,272 is due to an overestimation of contributions when the 1938 Estimates were prepared.

3—REVENUE

The total earnings are now estimated at £2,594,000 as compared with the original estimate of £2,562,300 an increase of £31,700

The revised estimated balance to be transferred to Net Revenue Account is as compared with the original estimate of £863,362 an increase of £832,703

This anticipated improvement is due to increased estimated revenue from—

Passengers	£18,700
Parcels and Luggage	2,070
Livestock	3,000
Goods	9,600
	33,370

Less—

Reduced revenue from Telegraphs and Miscellaneous

1,670

Less—

Net increase in Total Working Expenditure

1,043

£30,639

4—NET REVENUE ACCOUNT

(a) Expenditure on this account is expected to exceed the approved estimate by £11,207 the revised figure being accounted for by—

Increases:
Write-off of Dead Assets £2,200
Depreciation of Investments 10,000

Savings:
Interest charges 693
Demolition and Transfer of Assets -300

£993

£11,207

(b) Receipts on Net Revenue Account are expected to exceed the original estimate by £9,538 due to additional interest expected to be earned on cash balances, etc., and to amounts realized on material retrieved from assets demolished.

Decrease £1,669

(c) Against which has to be set the estimated increase in the balance from Revenue Account of £30,659

Making the increase in the balance carried to Combined Net Revenue Appropriation Account which is now estimated at £38,990 £317,773

H—HARBOURS

1—WORKING EXPENDITURE

The total Ordinary Working Expenditure is now expected to exceed the original estimate by £8,000 due mainly to additional payments to the Cargo Handling Contractors owing to increased tonnages handled, to additional expenditure on account of water supplied to shipping and to the necessity for additional maintenance coupled with a general increase in the cost of materials required therefor.

2—RENEWALS CONTRIBUTION

A reduction in the contribution to the Renewals Fund is now expected of £470

Net increased expenditure £7,630

3—REVENUE

It is now anticipated that the original estimate will not be realized, mainly owing to reduced Earnings on exports and that the net decrease in Earnings will be £15,583

Reduction in balance available for transfer to Net Revenue Account £33,713

4—HARBOURS NET REVENUE ACCOUNT

The revised estimated balance to be transferred to this Account is now estimated at £233,666 a reduction of £23,213

(a) Charges to Net Revenue Account:

Increase:

Write-off of Dead Assets	£	400
Net increase	£	285
		£115

Decrease:

Loan Interest Charges	£	235
Write down of Stores, Stock, etc	£	50

(b) Receipts on Net Revenue Account:

Increases:

Released and Retrieved Material	£	36
Interest on Stamp Duty Reserve Fund	£	23
Appreciation of Investments (Stamp Duty Reserve Fund)	£	46
		£105
Total		£10

(c) Balance carried to Combined Net Revenue Account:

The balance carried to Combined Net Revenue Appropriation Account of represents a reduction of below the original estimate and is accounted for by:—		£
The reduction in the balance transferred from Revenue Account of		23,213
Plus increased Net Revenue charges of		115
		£23,328
Less increased receipts on Net Revenue Account of		105
		£23,223

III—COMBINED NET REVENUE APPROPRIATION ACCOUNT

RAILWAYS AND HARBOURS

The balances now estimated to be carried to the Combined Net Revenue Appropriation Account are:—

Railways	£	317,772
Harbours	£	84,762
plus Unallocated 1937 balances of:—		£232,534
Railways		65,544
Harbours		39,652
		£105,196
		£437,730

It is proposed to appropriate this amount of £437,730 as follows:—

Reserve for Depreciation of Investments	£	20,000
Contributions to Betterment Fund:—		
Railways	£	100,000
Harbours	£	14,762
Reserve for assistance to Agricultural Industries		114,762
Superannuation Reserve		205,350
		36,000
Leaving unallocated a balance of		£376,112
		61,618
Total		£437,730

IV—ABSTRACT "L"

EXPENDITURE ON NEW WORKS AND REPAIRS—RAILWAYS, ROAD AND LAKE MARINE SERVICES.

Owing to the impossibility of completing the programme contemplated for 1938, due mainly to delays in the receipt of materials from overseas, the expenditure under this Abstract is now estimated at £683,337 as compared with the original estimate of £1,267,986, a reduction of £584,649.

In the case of expenditure in respect of Telegraphs (item VI) and Road Motor Equipment (item VIII) increased expenditure over the original estimate of £1,130 and £1,422 is anticipated.

V—ABSTRACT "M"

EXPENDITURE ON NEW WORKS AND REPAIRS—HARBOURS.

As compared with the sanctioned estimate of £73,697 it is now anticipated the expenditure during 1938 will total £134,449—a decrease of £54,449—after allowing for an increase under item III—Marine Craft—of £178.

VI—REVISED ESTIMATES.

Revised Estimates for 1938 are appended hereto.

Nairobi
17th October, 1938.

A. E. HAMP,
Acting General Manager.

Kenya and Uganda Railways and Harbours.

RAILWAYS—REVENUE ACCOUNT, 1938.

Abstract	EXPENDITURE	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease	EARNINGS	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease
A	Engineering Expenses	£ 241,555	£ 241,555	—	—	Passengers	£ 176,300	£ 195,000	18,700	—
B	Locomotive Running Expenses	372,073	356,162	—	159,116	Freights and Luggage	29,930	32,000	2,070	—
C	Maintenance of Engines and Rolling Stock	203,765	225,758	25,993	—	Goods	2,275,400	2,285,000	9,600	—
D	Traffic Expenses	270,011	264,872	—	6,039	Telegrams	1,600	—	—	1,670
E	General Charges	103,178	104,926	1,748	—	Miscellaneous	56,070	—	—	—
F	Steamer Services	74,126	76,983	2,857	—					
G	Motor Services	11,389	10,297	—	1,282					
H	Miscellaneous	402,563	403,525	—	4,082					
J	Total Ordinary Working Expenses	1,370,765	1,383,076	3,313	—					
	Renewals Contribution	345,832	347,566	—	2,272					
	Total Expenditure	1,729,597	1,730,638	1,041	—					
	Total Earnings carried to Balance Sheet	832,703	863,362	30,659	—					
	Net Revenue Account	£ 2,562,300	£ 2,594,000	31,700	—		£ 2,562,300	£ 2,594,000	31,700	—

RAILWAYS—NET REVENUE ACCOUNT, 1938.

Abstract	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease		
A	Loan Interest Charges	£ 543,205	£ 542,512	—	£ 693	£ 832,703	£ 863,362	30,659	—	
B	Loan Redemption Charges	105,716	105,716	—	—	Balance from Revenue Account (Railways)	120,000	122,000	2,000	—
C	Write-off of Dead Assets	10,000	12,200	2,200	—	Interest on Cash Balance, Investments and Advances	2,000	2,000	—	—
D	Write down of Stores Stocks on account of Obsolescence and Depreciation	2,000	2,000	—	—	Released and Retrieved Material	9,500	9,500	—	—
E	Transfer of Assets	5,000	4,700	—	300	Surplus on Land Account (Garra)	—	38	38	—
F	Demolition of Assets	—	—	—	—					
G	Depreciation of Investments	—	—	—	—					
H	Depreciation of Combined Net Revenue and Harbours Account	282,782	317,772	20,990	—					
J	Total	£ 954,703	£ 994,900	40,197	—	£ 954,703	£ 994,900	40,197	—	

Kenya and Uganda Railways and Harbours.

HARBOURS—REVENUE ACCOUNT, 1938.

Abstract	EXPENDITURE	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease	EARNINGS	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease
A	Engineering Expenses	£ 19,840	£ 18,840	—	—	1. EXPORTS	—	—	—	—
B	Marine Working	16,027	15,986	—	—	(a) General Cargo	70,000	75,800	5,800	—
C	Maintenance of Mechanical Plant	11,405	14,422	3,018	—	(b) Wharfage	54,000	60,000	6,000	—
D	Shore Working and Lighterage	34,472	35,105	632	—	(c) Coal (including Administration Costs)	5,120	6,312	1,192	—
E	General Charges	19,665	19,611	—	54	(d) Barge and Wayleaves	11,425	12,673	1,248	—
F	Miscellaneous Expenditure	10,080	10,103	23	—	(e) Bunker and Bunk Oil Wharfage	15,000	17,500	2,500	—
G	Departmental Expenditure	111,490	115,036	3,546	—	2. EXPORTS	—	—	—	—
J	Payments to Shore Handling and Lighterage Contractors	77,160	81,712	4,552	—	(1) General Cargo Wharfage, Handling and Lighterage	183,717	155,980	—	27,737
	Total Ordinary Working Expenditure	188,650	196,750	8,100	—	(2) Bunker Coal Wharfage, Wayleaves, Handling and Lighterage	263	277	14	—
	Renewals Contribution	29,046	28,576	—	470	(3) Bunker and Bulk Oils Wharfage	1,250	1,250	—	—
	Total	217,696	225,326	7,630	—	MARINE CHARGES, ETC.	73,800	75,200	1,400	—
	Balance Net Earnings carried to Net Revenue Account	256,879	233,666	—	23,213	RENT AND STORAGE CHARGES	24,000	18,000	—	6,000
	Total	£ 474,575	£ 458,992	—	15,583	MISCELLANEOUS CHARGES	36,000	36,000	—	—

Kenya and Uganda Railways and Harbours.

HARBOURS—NET REVENUE ACCOUNT, 1938.

	Sanctioned Estimate, 1938	Revised Estimate, 1938		Increase	Decrease	Sanctioned Estimate, 1938	Revised Estimate, 1938		Increase	Decrease
		£	£				£	£		
Loan Interest Charges	183,719	183,464	—	—	—	256,379	233,666	—	—	23,213
Loan Redemption Charges	35,475	35,475	—	—	—	—	—	—	—	—
Write-off of Dead Assets	—	400	400	—	—	—	36	36	—	—
Write-down of Stores Stocks on account of Obsolescence and Depreciation	—	—	—	—	—	400	423	23	—	—
Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours)	100	50	—	50	—	—	46	46	—	—
TOTAL	£ 257,279	257,171	—	21,108	—	£ 257,279	234,171	—	—	23,108

Kenya and Uganda Railways and Harbours.

RAILWAYS AND HARBOURS—COMBINED NET REVENUE APPROPRIATION ACCOUNT, 1938.

	Sanctioned Estimate, 1938	Revised Estimate, 1938		Increase	Decrease	Sanctioned Estimate, 1938	Revised Estimate, 1938		Increase	Decrease
		£	£				£	£		
Reserve for Depreciation of Investments	20,000	20,000	—	—	—	—	—	—	—	—
Contribution to Betterment Funds:										
Railways	100,000	100,000	—	—	—	286,782	317,772	28,990	—	—
Harbours	37,965	14,762	—	23,223	—	—	—	—	—	—
Reserve for assistance to Agricultural Industries	—	205,350	205,350	—	—	—	14,762	—	—	23,223
Supersansation Reserve	—	36,000	36,000	—	—	—	65,544	65,544	—	—
Balance Unallocated	168,782	61,618	—	107,164	—	—	39,652	39,652	—	—
TOTAL	£ 326,767	437,730	110,963	—	—	£ 326,767	437,730	110,963	—	—

ABSTRACT J.—RENEWALS

	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease
Railways	£ 322,955	£ 319,412	—	£ 3,547
Motor	1,851	2,326	475	—
Marine	25,022	25,822	800	—
Harbours	28,045	28,578	—	470
TOTAL	£ 378,878	£ 376,136	—	2,742

CONTRIBUTION TO RENEWALS FUND

Railways
Motor
Marine
Harbours

ABSTRACT K.—BETTERMENT.

	Sanctioned Estimate, 1938	Revised Estimate, 1938	Increase	Decrease
Railways	£ 100,000	£ 100,000	—	—
Harbours	37,985	14,762	—	23,223
TOTAL	£ 137,985	£ 114,762	—	23,223

CONTRIBUTION TO BETTERMENT FUND

Railways
Harbours

Kenya and Uganda Railways and Harbours.

ABSTRACT L.—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROGRESSIVE (RAILWAYS, ROAD AND LAKE MARINE SERVICES)

HEAD OF EXPENDITURE	SANCTIONED ESTIMATE—1938								REVISED ESTIMATE—1938							
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years
I. Permanent Way	—	50,910	56,774	62,222	45	—	169,951	190,800	308	24,990	5,277	42,956	41	542	104,118	247,790
II. Station Buildings, Machinery and Equipment	29,293	73,945	43,881	15,623	354	6,702	169,798	—	11,924	40,585	28,992	5,352	670	2,902	90,425	74,955
III. Staff Quarters	36,350	28,127	49,968	26,280	220	1,977	142,922	2,850	8,903	17,901	37,238	21,363	216	984	85,029	59,154
IV. Workshop Machinery and Equipment	3,800	9,704	28,338	21,691	—	—	64,533	—	3,315	6,021	17,042	11,902	—	110	38,490	21,813
V. Inland Jetties & Piers	—	15,755	5,955	31,290	—	400	53,400	—	10,960	1,377	—	100	150	400	17,488	32,900
VI. Telegraphs	—	5,520	1,440	3,240	200	—	10,400	—	4,340	2,558	4,422	216	—	—	11,530	3,200
VII. Rolling Stock	24,937	149,200	10,555	396,555	—	—	581,257	57,600	3,709	2,620	18,848	274,374	—	2,156	496,984	460,371
VIII. Road Motor Equipment	—	—	—	—	—	—	—	—	—	222	886	100	220	—	4,422	—
IX. Lake Marine Services	—	16,144	1,365	40,284	—	1,000	58,793	30,000	7,144	7,374	8,840	—	25	1,100	24,773	92,009
X. Sundry Renewals and Betterments	3,600	2,220	6,543	4,570	—	—	16,933	—	188	1,150	7,223	4,244	—	—	12,804	7,450
TOTAL	£ 97,980	£ 351,534	£ 205,819	£ 601,755	£ 819	£ 10,079	£ 1,267,986	£ 281,250	£ 28,407	£ 115,936	£ 151,697	£ 477,474	£ 1,556	£ 2,989	£ 683,507	£ 988,872

Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment

ABSTRACT M ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROGRESSIVE (HARBOURS)

HEAD OF EXPENDITURE	SANCTIONED ESTIMATE—1938								REVISED ESTIMATE—1938							
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years
I. Permanent Way	—	—	1,922	705	—	—	2,627	—	—	—	103	4,116	—	—	4,219	2,627
II. Piers, Wharves, and Harbour Improvements	—	7,365	39,338	2,694	228	—	49,625	56,000	—	9,099	1,584	—	—	—	10,683	103,600
III. Marine Craft	—	600	—	—	—	—	600	—	—	75	—	—	—	—	775	—
IV. Plant	12,500	—	380	—	—	—	12,880	—	11,538	—	380	—	—	—	11,918	—
V. Navigational Lighting	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
VI. Improvements to Buildings, etc.	—	950	3,642	283	217	—	5,092	—	—	—	2,769	—	—	—	2,769	—
VII. Sundry Renewals and Betterments	—	1,893	2,950	—	—	—	4,843	—	71	—	511	—	—	—	582	—
TOTAL	£ 12,500	£ 10,808	£ 48,232	£ 3,682	£ 445	£ —	£ 75,667	£ 56,000	£ 11,609	£ 2,883	£ 5,347	£ 4,203	£ 175	£ —	£ 24,918	£ 107,179

Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment

Kenya and Uganda Railways and Harbours.

ABSTRACT L.—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED (RAILWAYS, ROAD AND LAKE MARINE SERVICES)

HEAD OF EXPENDITURE	SANCTIONED ESTIMATE—1938								REVISED ESTIMATE—1938								FURTHER SANCTION REQUIRED								
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
I. Permanent Way	—	50,910	56,774	62,222	45	—	169,951	190,800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
II. Station Buildings, Machinery and Equipment	29,293	73,945	43,881	15,623	354	6,702	169,798	—	11,924	40,555	28,993	5,352	670	2,902	90,425	74,955	308	25,920	21,497	19,266	—	542	65,833	56,990	
III. Staff Quarters	36,350	28,127	49,966	26,280	220	1,977	142,922	2,850	8,903	17,901	37,233	24,383	—	—	—	—	17,369	33,360	14,889	10,271	—	3,800	79,373	74,955	
IV. Workshop Machinery and Equipment	3,800	9,704	29,338	21,691	—	—	64,533	—	3,315	6,621	17,042	11,902	—	—	—	—	27,447	10,226	1,897	—	—	983	53,302	52,314	
V. Inland Jetties & Piers	—	15,755	4,955	31,290	—	—	53,400	—	—	10,363	1,373	400	—	—	—	—	485	3,083	12,296	9,799	—	116	26,587	24,483	
VI. Telegraphs	—	5,520	1,440	3,240	200	—	10,400	—	—	4,340	2,558	4,422	—	—	—	—	—	6,392	4,482	30,880	150	—	40,714	37,900	
VII. Rolling Stock	24,937	149,209	10,555	396,555	—	—	581,256	57,600	3,769	2,620	13,545	274,874	—	—	11,530	3,209	—	1,180	1,118	—	—	—	1,430	3,300	
VIII. Road Motor Equipment	—	—	—	—	—	—	—	—	—	222	880	100	220	—	1,422	—	—	222	880	100	220	—	2,156	264,292	592,874
IX. Lake Marine Services	—	16,144	1,365	40,284	—	1,000	58,793	30,000	—	7,144	7,574	8,840	—	—	—	—	—	9,000	6,209	31,444	25	189	34,021	62,093	
X. Sundry Renewals and Betterments	3,600	2,220	6,543	4,570	—	—	16,933	—	188	1,150	7,223	4,243	—	—	12,804	7,450	3,412	1,970	680	327	—	—	4,150	7,450	
Total	£ 97,989	£ 351,534	£ 205,819	£ 601,755	£ 819	£ 10,079	£ 1,267,986	£ 281,250	£ 28,407	£ 115,936	£ 151,697	£ 377,472	£ 1,536	£ 8,289	£ 983,337	£ 990,873	£ 69,573	£ 235,589	£ 54,122	£ 224,283	£ 717	£ 1,790	£ 584,649	£ 709,623	

Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment Accounts.

ABSTRACT M.—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED (HARBOURS)

HEAD OF EXPENDITURE	SANCTIONED ESTIMATE—1938								REVISED ESTIMATE—1938								FURTHER SANCTION REQUIRED							
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
I. Permanent Way	—	—	1,922	705	—	—	2,627	—	—	—	103	1,116	—	—	1,219	265	—	—	—	—	—	—	—	—
II. Piers, Wharves, and Harbour Improvements	—	7,365	39,338	2,694	228	—	49,625	56,000	—	2,109	1,584	87	175	—	3,955	103,615	—	Dec.	1,819	311	—	—	1,499	265
III. Marine Craft	—	600	—	—	—	—	600	—	—	775	—	—	—	—	775	—	—	Dec.	5,256	37,754	—	—	43,570	—
IV. Plant	12,500	—	380	—	—	—	12,880	—	11,538	—	380	—	—	—	11,918	500	—	Dec.	962	175	—	—	1,137	—
V. Navigational Lighting	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
VI. Improvements to Buildings, etc.	—	950	—	—	—	—	950	—	—	—	—	—	—	—	—	—	—	Dec.	950	873	—	—	2,323	—
VII. Sundry Renewals and Betterments	—	1,893	2,950	283	217	—	5,092	—	—	—	2,769	—	—	—	2,769	840	—	Dec.	1,893	2,430	—	—	4,283	840
Total	£ 12,500	£ 10,808	£ 48,232	£ 3,682	£ 445	£ —	£ 75,667	£ 56,000	£ 11,669	£ 2,884	£ 5,347	£ 1,203	£ 175	£ —	£ 21,218	£ 107,520	£ 71	£ 891	£ 7,324	£ 12,865	£ 2,479	£ —	£ 54,449	£ 61,979

Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment Accounts.



RECEIVED
13 SEP 1938
C. O. REGY

21

TRANSPORT

KENYA-UGANDA

No. 115

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

8th September, 1938.

Sir,

21 m
1937

I have the honour to refer to my Transport despatch, No. 29, of the 17th of March, 1937, and to enclose for your information copies of two memoranda reconciling the apparent discrepancies between the 1938 Estimates of this Administration and those of the Kenya and Uganda Governments.

I have the honour to be,

Sir,

Your most obedient, humble servant,

H. G. Richard
HIGH COMMISSIONER

THE RIGHT HONOURABLE
MALCOLM MACDONALD, M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

KENYA

1. Contribution from Railway for maintenance of Railway telegraph wires and other services:

Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 17, item 8.....	£	6,450
Railways and Harbours Estimates	£	
Page 21 - Abstract A.V.	8,300	
Less contribution to Uganda Government	<u>1,735</u>	<u>6,565</u>
Difference		<u>£ 115</u>

The figure of £6,450 shown in the Colony's Estimates includes a sum of £208 representing the estimated contribution to be made by this Administration in respect of work to be performed by the Posts and Telegraph Department in the reconstruction of wooden pole routes, which amount (£208) is directly chargeable to funds available for the particular purpose under Abstract "L", page 81, of the Railway Estimates.

Excluding the amount of £208 referred to, this Administration has made provision for £6,565, the additional sum of £323 being due to rental charges having been based on a longer wire mileage than in the Colony's figure and to other "Miscellaneous" services.

2. Audit Department:

Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 19, item 1.....		3,725
Railways and Harbours Estimates, page 48, Abstract E.IV.....		<u>4,125</u>
Difference		<u>£ 400</u>

The difference is due to payment of travelling allowance and proportionate expenditure in respect of Home Colonial Audit paid direct by this Administration.

3. Contribution in lieu of rates:

Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 19, item 2.....		9,574
Railways and Harbours Estimates, page 60, Railways Abstract H.VII.....	8,008	
Railways and Harbours Estimates, page 78, Harbours Abstract F.V.....	<u>4,067</u>	
Total	12,075	
Less a contribution of..... payable to the Uganda Government	<u>1,000</u>	<u>11,075</u>
Difference		<u>£1,501</u>

This difference is due mainly to provision having been made in the Railway Estimates for a payment of £825 in anticipation of rates being levied at Kisumu during 1938. In addition, provision was made by this Administration for possible increases in the rates applicable to Nairobi and Eldoret.

4. <u>Services of Private Secretary to H. E. the Governor as Secretary to High Commissioner for Transport:</u>		£
Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 19, item 4.....		150
Railways and Harbours Estimates, page 43, Abstract E.I.a.3.....		250
	Difference	<u>£ 100</u>

This difference is due to the payment of an allowance to His Excellency's Aide-de-Camp direct by this Administration.

5. Medical Services:

Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 19, item 10.....		6,100
Railways and Harbours Estimates, page 60, Railways Abstract H.XIV.....	£7,200	
Railways and Harbours Estimates, page 78, Harbours Abstract F.II.....	500	
	£7,700	
Less a payment to the Uganda Government	<u>£1,350</u>	<u>6,350</u>
	Difference	<u>£ 250</u>

The difference is accounted for by the fact that the Railway figure includes a sum for miscellaneous direct payments for special X-ray treatment, etc.

6. Police:

Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 19, item 11.		
Port Police	2,364	
Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 19, item 12.....		
Railway Police	<u>5,722</u>	8,086
Railways and Harbours Estimates		
Page 50, Abstract E.VI.(a)	5,822	
" 77, " E.VII.(a)	<u>2,323</u>	<u>8,145</u>
	Difference	<u>£ 59</u>

The difference is due partly to the inclusion in the Railway Estimates of travelling and overtime allowances (£125) which are paid direct to Police staff, and to an increase in the contribution required by Government advised too late for inclusion in the Railway figure.

7. Staff - Prisons Department:

Revenue and Expenditure Estimates of Kenya Colony and Protectorate, page 19, item 13

1,754

The Railway Estimates do not provide specifically for this reimbursement to Government, which is in respect of Prisons Department supervision at the Concrete Factory, Nairobi, but a debit is accepted monthly by this Administration against "Advances" Concrete Factory. When the concrete products are charged out to specific works, the price includes proportionate supervision costs.

8. Upkeep of S.L. "Rasini":

The amount of £280 shown on page 71 of the Railways and Harbours Estimates in respect of contribution by Government of half cost of working the S.L. "Rasini" is met from item 173 on page 53 of the Colony's Estimate of Expenditure under "Upkeep of Boats and Launches".

9. Salary of Secretary to the Governors' Conference:

The sum of £396, being 7/51sts of £1,752 in respect of salary, etc. of Mr. Freeston, Secretary to the Governors' Conference, has been included in the Colony's Estimate of Expenditure on page 44 ("Conference of East African Governors").

10. Stamp Duty Reserve Fund:

The reimbursement of £748 in respect of Stamp Duty Reserve Fund, provided in the Administration's Estimates on page 84, forms part of the sum of £775 shown on page 55, item 1, of the Colony's Expenditure Estimates.

11. Rent of Land - Mbaraki:

The amount of £140 in respect of the rent of land at Mbaraki, provided in the Colony's Expenditure Estimates on page 78, item 23, is in respect of land administered by this Administration, at Mbaraki and Kilindini and is included in the Harbours earnings.

12. Railway share of income from Stamp Duty Reserve Fund - £1,775 - vide Colony's Estimates, page 78, item 36:

This has been included in the Railways' Net Revenue Account - "Interest on Cash Balances, Investments and Advances" and in the Harbours' Net Revenue Account - "Interest on Stamp Duty Reserve Fund" on pages 9 and 10 respectively of the Railways and Harbours Estimates.

13. East African Office, Johannesburg:

The sum of £500 provided in the Colony's Estimates, page 78, item 39 "Contribution to East African Office, Johannesburg" is in respect of the Colony's share of the expenses of that Office and is covered in the Railways and Harbours Estimates on page 52 under Abstract E.IX.d.

14. Removal of houses from vicinity of City Square, -Nairobi:

The sum of £2,000 shown in the Colony's Expenditure Estimates on page 79, item 3, is in respect of an instalment of compensation on account of the removal of railway houses in the vicinity of the City Square, Nairobi, which removal is necessary in order that the area can be relinquished by this Administration for Municipal purposes.

15. Interest on unspent balances of loans:

This Administration's Estimates show on page 84 amounts of £1,040 and £445 in respect of interest on unspent balances of the £5,500,000 (1928) and £5,400,000 (1930) loans respectively. Specific provision for the amounts in question is not made in the Colony's Estimates as it is the practice to debit the interest on the unspent balances of these loans to the item "Interest, Surplus and Loan Balances", appearing as Item 4, Head X on page 19 of the Colony's Revenue Estimates.

U G A N D A

1.	<u>Uganda 1932 Loan of £2,000,000.</u>	2	2
	Estimates of Uganda Protectorate page 6, Item 1, Interest ..		44,145
	Estimates of Railways and Harbours page 84, Item 1, Interest ..	44,371	
	<u>Less</u> Re-imburement from Uganda Government in respect of Telegraph Line included in 2271 shown on page 84 of Railway Estimates	200	<u>44,145</u>
2.	Estimate of Uganda Protectorate, page 6, Item 1, Sinking Fund ..		8,829
	Estimates of Railways & Harbours, page 84, Item 1, Sinking Fund ..	8,874	
	<u>Less</u> Re-imburement from Uganda Government in respect of Telegraph Line included in 2271 on page 84 of Railway Estimates	45	<u>8,829</u>
3.	<u>Loan Management Expenses.</u>		
	Estimate of Uganda Protectorate, page 6, Item 1		177
	Estimates of Railways & Harbours, page 60, included in amount shown under sub-head VIII		177
4.	<u>Medical Attendance, Railway & Marine Staff.</u>		
	Estimates of Uganda Protectorate, page 6, Item 2		1,350
	Estimates of Railway & Harbours, page 60 included in amount shown under sub-head XIV.		<u>1,350</u>
5.	Estimates of Uganda Protectorate, page 6, Item 3 - Anti Malarial Clearing	14	
	Item 4 - Anti Malarial Clearing Nakasongola & Butiaba	300	
	Item 5 - Scavenging Railway areas in other townships	130	
	Estimates of Railway & Harbours, page 22, included in sub-head A.VI.		<u>694</u>
			<u>694</u>
6.	<u>Contribution from Uganda Railway for Maintenance of Telegraph Wires and other Services.</u>		
	Estimates of Uganda Protectorate, page 8, Item 10		2,100
	Estimates of Railways & Harbours, page 21, included under sub-head A.V.		<u>1,735</u>
	Difference		<u>365</u>

The amount of 2365 shown above represents a re-imburement to the Uganda Government in respect of certain Capital and Renewals Works which will be carried out by that Government on behalf of this Administration. It is included in the provision for Works shown under Head VI of Abstract "L" on page 81 of Railways & Harbours Estimates for 1938.

7. East African Office, Johannesburg.

The sum of 2500 provided in the Estimates of the Uganda Protectorate, page 31, Item 15, "East African Office, Johannesburg is in respect of the Uganda Government's share of the expenses of that Office and is covered in the Railways and Harbours Estimates on page 52, sub-head Ia (d).

8. Salary of Secretary to the Governors' Conference.

The sum of 2395 being 7/31sts of £1,752 in respect of salary, etc., of Mr. Freeston, Secretary to the Governors' Conference, has been included in the Uganda Protectorate Estimates on page 31, Item 16, "Governors Conference". This sum is included in re-imbursments from E.A. Governments shewn on page 43 of Railway Estimates.

9. Annuity on Account of the Capital Cost of Telegraph Line - Kenya Border to Mbulamuti.

Estimates of Uganda Protectorate, page 46	
Item 6	£157
Estimates of Railways & Harbours, page 84	2157

10. Contribution in lieu of Rates.

Although a sum of £1,000 has been included in the Railways & Harbours Estimates for 1928, page 60, under Head VII, Abstract "H", only £285 has been included in the Uganda Protectorate's Estimates in respect of Kampala under Municipal Receipts on page 4, Item 20. I am advised by the Uganda Government that the contributions by this Administration in respect of Jinja and Tororo will be credited to Items 24 and 22 respectively.

11. Refund of Landing Fees.

The amount of 2460 in respect of the refund of landing fees at Port Bell and Butiaba provided in the Uganda Protectorate Estimates, page 15, Item 13, is in respect of landing, etc., charges paid by the Imperial Airways and included in Railway Earnings.

G. O.



38179/16/28

44 20

Mr. Cohen *4/6*

Mr. Darnie

Mr.

Sir H. Moore.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

4.6 Altman

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JRS*

June '38

18c

No. 5

(17)

Your despatch No 750 ^{Betterment}
Funds Authority granted
to draw upon funds
allocated to betterment in
~~Final~~ ^{Final} Supplementary Estimates
for 1937 to the extent
necessary to cover the
expenditure from these
funds on 1938 programmes
of construction

DRAFT *Code Cel.*

*High coma
Nairobi*

Secur.

FURTHER ACTION



Telephone No. : WHITEHALL 1234.

In any reply
please quote Regd. No.
S. 39419/38.



19
75
TREASURY CHAMBERS,
WHITEHALL, S.W.1.

3rd June, 1938.

Dear Dawe,

Kenya and Uganda Railways - Betterment Funds

18
In reply to your letter of the 27th May, we agree that the High Commissioner for Transport may be authorised to draw on the above funds if necessary up to the amounts necessary to carry out the 1938 programmes.

We hope with you that you will be able at an early date to let us know what the local people propose regarding the debt due to the Exchequer.

Yours sincerely,

E. Hale

A. J. Dawe Esq.,
Colonial Office.

Answer 19

46
18

copy also on 38179/18/38

27th May, 1938.

My dear Hale,

17 I enclose a copy of a despatch from the
 High Commissioner for Transport, Kenya-Uganda,
 asking for yet another relaxation of the conditions
 upon which we approved the railway estimates.
 5 copy of the Colonial Office telegram of the 24th
 December, 1937, referred to is also enclosed for
 reference.

It was proposed in the First supplementary
 Estimates for 1937 to transfer the sums of
 £351,448 to the railways betterment fund and
 £28,216 to the harbours betterment fund. At the
 end of 1937 there was £112,205 and £46,115 standing
 to the credit of these funds respectively. The
 estimated expenditure from them on new capital works
 during this year is respectively 208,819 and
 £48,832. This means excesses of £93,604 and £2,117.

I

E. HALL, ESQ.

I do not suppose that the decision over the debt question could, in any circumstances, be so drastic that less than these two sums could be sanctioned for final transfer to the Betterment Funds out of the £351,448 and £23,216 at present proposed.

Can you agree to the funds being drawn upon sufficiently to cover the 1933 programmes? You will see that the High Commissioner asks for a reply by telegram and it would be much appreciated if you could let us have your agreement at an early date.

I am sorry to have to bother you with this subject again. We have not yet had a reply from Kenya to our despatch on the main issue. The sooner they reply, the sooner we can hope to get these subsidiary inconveniences out of the way: and if we do not get a reply in the near future we will stir them up.

Yours sincerely,

(Sd.) A. J. Dawe.



TRANSPORT
KENYA-UGANDA

NO. 75

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

28/79/6/37

14th May, 1938.

Sir,

I have the honour to address you on the present position of the Betterment Funds of the Railways and Harbours in relation to the programmes of construction on betterment account to be carried out during the year 1938.

2. From Abstracts 'L' and 'M' printed on pages 81 and 82 of the 1938 Estimates, you will have observed that expenditure on new works during the year to be financed from the Betterment Funds is calculated to reach the totals of £205,819 and £48,252 respectively. From your predecessor's telegram No. 12 of the 24th of December, 1937, it was assumed that approval for these programmes had been given, and in some cases the necessary orders were immediately placed.

5. The totals standing to the credit of the Railways and Harbours Betterment Funds respectively on the 31st of December, 1937, were £112,205 and £46,115; i.e. insufficient to cover more than a portion of the expenditure proposed for 1938. It was anticipated when the Estimates were put forward that the Betterment Funds would be substantially replenished by the allocation, as from the 1st of January, 1938, of a portion of the net surplus realized on the 1937 account. Proposals to this end were included in the First Supplementary Estimates for 1937, from page 8 of which you will note that the £351,448 was to be transferred to Railway Betterment Fund, and £28,216 to the Betterment Fund of the

Copy to Secretary (H.M.S.) - 27.5.38 (15)

THE RIGHT HONOURABLE
MALCOLM MACDONALD, M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

Harbours/

Harbours. The addition of these amounts would not only have amply covered the projected expenditure in 1938, but would have provided, as a matter of long-range policy, a valuable nucleus for financing necessary works of development in subsequent years.

2
11
4. These Supplementary Estimates were transmitted to Mr. Ormsby Gore (now Lord Harlech) in my despatch, Transport No.107, of the 10th of November. In his despatch, Transport No.17, of the 18th of March, however, your predecessor attached to his approval of the 1937 Supplementary Estimates the reservation that the allocation of the 1937 surplus balances must be on a provisional basis only. I am advised that the effect of this reservation (which I can hardly conceive to have been foreseen) is that the appropriations in question cannot be drawn upon for the purposes for which they were intended.

5. I need not enlarge upon the serious embarrassment caused to this Administration by its inability, on technical grounds, to provide immediate finances for essential works of betterment. I would, however, lay emphasis on the fact that during a period of rising prices (not only as regards cost of constructional materials from the United Kingdom, but also in respect of local labour and supplies) any postponement in the execution of essential works can result only in a net loss to the Administration.

6. I shall be very grateful if, in the light of the case now presented, you will authorize me to draw upon the funds allocated to betterment in the 1937 Supplementary Estimates, at least to the extent necessary to cover the 1938 programmes of construction; and in view of the urgency of the matter it would be appreciated if the desired authority

may/

may be communicated to me by telegram.

I have the honour to be,

Sir,

Your most obedient, humble servant,

Brooke-Popham

HIGH COMMISSIONER

C. O.

Mr. Peckin 9/5- at once.

Mr.

Mr.

Sir H. Moore.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

38773/10/35

16 51

R 10 MAY
D 10 11

lededzent #30
10/5/35
J.P.

No. 4. 25

(14)

You disp No 45 of 6th April
with concurrence of
Treasury I agree to
exercise of your discretion
as indicated in para 2
in case of ~~the~~ ^{of the} reductions
for periods not exceeding
six months @ Proposed
for reductions not to
be referred to me.

[Handwritten signature]
[Handwritten signature]
(6 on 31/3/35/32/35/36)

DRAFT. Tol.

Highways
Navigation

FURTHER ACTION.



Telephone No. : WHITEHALL 1234.

In any reply
please quote Regd. No.

S. 89419/38.



TREASURY CHAMBERS,
WHITEHALL, S.W.1.

52
15

5th May, 1938.

REC
C-1 MAY 1938
C.O. REGY

Dear Dawe,

13

Will you please refer to your letter of the 26th April, regarding the suggestion of the High Commissioner for Transport of the Kenya-Uganda Railways that the stipulation we imposed in regard to rates reductions should not fetter his discretion in authorizing reductions which would in fact increase net revenue or which, if not carried out, would involve an even greater loss from diversion of, or decrease in, traffic.

The difficulty which we feel is that the effect of any given rate reduction on revenue must as a rule be a matter for conjecture, even after it has been put into effect; and a criterion which depends on the motive for making the reduction is not altogether satisfactory. Would it meet you if we were to agree that the High Commissioner should authorise, on his own responsibility, temporary

A. J. Dawe, Esq., O.B.E.,
Colonial Office.

temporary reductions in rates for a period not exceeding, say, six months, in cases in which he is satisfied that the effect on railway revenues will be beneficial, leaving him to seek the approval of the Secretary of State, until the question of the Exchequer debt is settled, for reductions in rates not limited in point of time? (This may be what the ^{High Commissioner} ~~Secretary~~ has in mind.)

Yours sincerely,

Ehale

G. O.

G. O.
R 23 APR
D 23 -

13 53

Mr. Paskin. 23/4/38

38179/16/38. Kenya.

Mr. Dawe 23.4

Amad 15

Mr.

Sir H. Moore.

Semi-official for Mr. Dawe's signature.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Perms. U.S. of S.

Partly. U.S. of S.

Secretary of State.

Downing Street.

26 April, 1938.

By John Hale

DRAFT.

With reference to Treasury

E. HALE, ESQ.,

(10)

TREASURY.

letter No. S.39419/38 of the 9th of March about the K.U.R. Estimates, I enclose a copy of a despatch from the High Commissioner for Transport in which he asks for an assurance that the stipulation in regard to rates reductions is not intended to fetter his discretion in authorizing reductions which would in fact increase net revenue or which, if not carried out, would involve an even greater loss from diversion of, or decrease in, traffic. I assume that the Treasury would

HC. No 45 9/6/4
(No 12)

Communiqué of 28.12.37.
(last encl. in 6 on
15007/7/38 Economic)

FURTHER ACTION.

would agree to allowing the High
Commissioner to exercise discretion in
such cases.

As regards the temporary
assistance to the coffee industry,
which is mentioned in paragraph 3 of the
despatch, I enclose a copy of a Press
communiqué issued on the 28th of December
which explains the action taken. These
rates reductions were estimated to cost
approximately £64,000 in a full year and
slightly less than half that sum for the
six months for which they were granted.

You will see that corresponding concessions
were made at the same time by the
Tanganyika Railway.

In taking note of these concessions
the Secretary of State asked that the *position of the*
industry should be carefully reviewed before they
were extended beyond the period of six months
for which they had been granted.

The

C. O.

Mr.

Mr.

Mr.

Sir H. Moore.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

DRAFT.

The High Commissioner now asks
for authority to extend this relief to
the industry for a further period if a
convincing case should be made out for it,
and also for authority to make similar
concessions in aid of other industries,
in order to increase or conserve
Railway revenues, without prior
reference to the Secretary of State.

J. J. Dawe

(Signed) A. J. DAWE.

FURTHER ACTION.

12 on
15007/7/38
Economic.

TRANSPORT

KENYA-UGANDA

NO. 45

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

6th April, 1938.

Sir,

I have the honour to acknowledge the receipt of your despatch, Transport No.17 of the 18th of March, conveying to me your approval of the Second Supplementary Estimates of this Administration for 1936, of the First Supplementary Estimates for 1937, and of the Estimates for 1938, subject to the reservation that the allocation of the balances must be regarded as provisional only, and to the stipulation that no further rates reductions shall be introduced without your prior approval, pending a decision on the question of the £5,500,000 Treasury advance.

2. I presume that the stipulation in regard to rates reductions refers only to those which are calculated to result in a net reduction in revenue, and is not intended to fetter my discretion in authorizing rates reductions which would in fact increase net revenue or which, if not carried out, would involve an even greater loss from diversion of or decrease in traffic.

3. An example of the kind of reduction I have in mind is the temporary assistance granted to the East African coffee industries, which formed the subject of my despatch No.129 of the 30th of December, and your reply of March 4th.

Arrangements have been made for the position of the coffee industry to be comprehensively reviewed by the Governments concerned before the expiration of the six months for which the relief has been granted. Pending the receipt of such representations as may be made to me as the result of this review, it is of course an open question whether a case can

THE RIGHT HONOURABLE
W. G. A. ORMSBY GORE, M.P.,
SECRETARY OF STATE FOR THE COLONIES.

be/

Copy to H. H. T. - 50 (23)

6 on
15007/4/38
12 on - do.
(file in C.C.)

be made out for the prolongation of the present reduced charges during the second half of the year. I shall be grateful for your assurance in advance, however, that if a convincing case should be presented for continuing the temporary assistance, by means of rates relief, to this important industry which, as you are aware, is passing through a very critical period, or if it should seem wise to reduce rates in aid of any other industries in order to increase or conserve the Railway revenues, I shall be at liberty to authorize the necessary reductions without such previous reference to you as must inevitably occasion an undesirable delay.

I have the honour to be,

Sir,

Your most obedient, humble servant,

Brooke-Popham

HIGH COMMISSIONER

C. O.

Mr Costley-White. 16/3/38.

Mr Paskin.

Mr. Dawe.

Sir H. Moore.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.



17.3 J -

Amend (12)

etc

DOWNING STREET.

18. March, 1938.

DRAFT.

TRANSPORT.

KENYA-UGANDA.

NO. 17

High Commissioner.

Sir,

I have etc. to refer to

(5) my telegram No. 12 of the 24th of

December, 1937, informing you that

subject to the concurrence of the

Lords Commissioners of the Treasury

my approval of the Second Supplementary

Estimates for 1936, of the First

Supplementary Estimates for 1937 and

of the Estimates for 1938 might be

assumed.

2. I enclose a copy of

correspondence with the Treasury from

which it will be seen that, subject to

~~two~~ two important reservations, their

Lordships do not wish to raise any

objection

To Treasury - 17th January (6)

From Treasury - 9th March (10)

For the Kenya and Uganda Railways & Harbours Administration

FURTHER ACTION.

Copy to be placed in 38179/18/38

Done 19/3/38 C.B.

objection to ~~the proposed provisions~~

those estimates; and I approve them

~~accordingly~~ *subject to what follows.*

3. As regards the disposal of

surplus balances, which I ~~am~~ ^{was} gratified to

observe ~~and now~~ ^{were} expected to amount to

as much as £479,130 for the year 1937 and

are estimated at £326,767 for 1938, the

Indships are
~~Treasury~~ is prepared to concur only in

their ~~provisional~~ allocation to the purposes

which have been proposed in the Estimates,

only on a provisional basis & without prejudice
their final allocation remaining dependent

as any ~~upon the~~ *decision may eventually be*
upon the decision reached regarding the

repayment of the £5,500,000 advanced from the

Funds
~~Imperial Treasury~~ for the construction of the

Railway.

4. My approval of the Estimates for 1936

first
and of the ~~second~~ Supplementary Estimates for

1937 must therefore be understood to be subject

to this reservation, *as well as to the stipulation*
~~I do not~~ *press that the*

~~desire expressed by the Treasury~~ that no further

rates reduction should be made, without the

Consent of the Treasury

prior ~~approval~~, pending a decision on the

question

C. O.

Mr.

Mr.

Mr.

Sir H. Moore.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

question of the £5,500,000 debt,

~~should be observed~~

I have, etc.

(Signed) W. ORMSBY GORE

DRAFT.

FURTHER ACTION.

Telephone No.: WHITEHALL 1234.

Any reply to this letter should be addressed to—

THE SECRETARY,
TREASURY,
WHITEHALL, LONDON, S.W.1.
and the following number quoted:

S. 39419/38.



TREASURY CHAMBERS.

9 March, 1938.

Sir,

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Dawe's letter of the 17th January last (38179/16/37), with its enclosures, and subsequent correspondence regarding the Estimates of the Kenya and Uganda Railways and Harbours for the year 1938, and I am now to request you to convey to the Secretary of State the following reply.

2. My Lords note that the surplus which it is now estimated will result from the working of the year 1937 is £479,130. It is proposed to allocate this sum as follows: -

	£
Depreciation of Investments Reserve Account	5,000
Pensions Reserve Account	16,000
Betterment Fund (Railways)	351,448
Betterment Fund (Harbours)	28,216
General Reserve	78,466
	£479,130

COPY SENT TO ACCOUNTANTS DEPARTMENT.

Copy to the Comptroller & Clerk of the Treasury

The Under Secretary of State,
Colonial Office.

3. As regards 1938 it is estimated that, after allowing for further reductions in rates to the extent of £158,200, a surplus of £326,767 will result from the year's working. This surplus it is proposed to allocate as follows: -

	£
Reserve for Depreciation of Investments	20,000
Betterment Fund (Railways)	100,000
Betterment Fund (Harbours)	37,988
Unallocated Balance	168,782
	<hr/>
	£326,767

4. Subject to what is stated below, My Lords agree that the Estimates for 1938 may be approved on the basis submitted, and They raise no objection to the provisional allocation on the lines proposed of the surpluses for 1937 and 1938 referred to above.

5. Their Lordships' concurrence is given, particularly as regards the allocation of surplus balances, without prejudice to any decision that may eventually be reached on the question of the repayment of the sum of £5,502,592 which

has

60

has been advanced from Imperial Funds to meet the cost of the construction of the Railway. Until a settlement has been reached on this question, which is at present under active consideration, My Lords must ask that no further reductions in railway rates should be made without Their prior approval.

I am,

Sir,

Your obedient Servant,

J. A. Barlow

Ek

G.O.

Mr. Copley White 23/2

Mr. Dowe 23.2

Mr.

Sir H. Moore.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

J. S.
83

30/1/33

61

Mr. Copley White
for 2 ~~the~~ signature

25

Pay Dept
CA.

DRAFT. Minute

Your Minute P/Misc

K. U. R & H. 2. of the
10th of February.

The payment of £336
to the F.A.T. & CO. from
the account of the K & U
R & H may be made as
requested in the enclosure
to your minute.

(Sgd) C Copley White

F.A. Dept

- Co.

25.2.38

FURTHER ACTION.

CONFIDENTIAL

7

Mr. C. A. Grossemith,

COLONIAL OFFICE.

As arranged by telephone, I attach a copy of a letter from the London Representative, Kenya & Uganda Railways & Harbours.

Please say whether we may pay the sum of £356. from Kenya & Uganda Railways funds.

Amud. (5)

E. S. Saunders

Pay Department,

Crown Agents,

10th February 1938.

erh

COPY.

Original in P/Misc. K.U.R. 2.

H.M. EASTERN AFRICAN DEPENDENCIES.

Trade & Information Office.

Grand Buildings,

Trafalgar Square,

W.C.2.

Ref. ND

2115/38.

dated 3rd February 1938.
rec'd by C.A. 4th February 1938.

Gentlemen,

I have the honour to request that you will pay over to H.M. Eastern African Dependencies Trade and Information Office the sum of £336. representing the rent, lighting, heating stationery, etc., of the Railway Section of the office, and charge the Kenya & Uganda Railways & Harbours account.

2. The sum is provided under Abstract E 1X(A) 2 (d) of the Kenya & Uganda Railways & Harbours Estimates for 1938.

I have the honour to be,

Gentlemen,

Your obedient Servant,

(S^d) A.B. Cameron.

for London Representative.
Kenya & Uganda Railways & Harbours.

THE CROWN AGENTS FOR THE COLONIES.

C. O.

Mr. Costley-White 4/1/38.

Mr. Paskin 8/11
Sir J. Campbell
Mr. Dawe 11.1

10/1/38

Downing Street,

Sir H. Moore.

17 January 1938.

Sir G. Tomlinson.

* Sir C. Bottomley 11.1.38

Sir J. Shuckburgh.

Permu. U.S. of S.

Parly. U.S. of S.

Secretary of State.

Sir,

I am etc. to refer to the

letter from this Office of the 30th

(23) on 26

April, 1937, (No. 38179/16/36), on the subject

of the Estimates of the Kenya and Uganda

Railways and Harbours for the year 1937,

and to transmit to you to be laid before

the Lords Commissioners of the Treasury a

copy of a despatch dated the 10th November,

1937, from the ~~High~~ Commissioner for

Transport, Kenya and Uganda, forwarding

the First Supplementary Estimates for 1937,

Memoranda thereon by the General Manager,

and the Second Supplementary Estimates for

1936.

2. From paragraph 2 of that despatch it

will be observed that the surplus which it

is now estimated will result from the

working

DRAFT.

THE SECRETARY,

TREASURY.

High Commr. 10th Novr. (2)

High Commr. 5th Novr. (2)

High Commr. 20th Novr. (3)

FURTHER ACTION.

COPY SENT TO H. C. HAMPSON

copy to H. C. Hampson

working of the year 1937 is £479,130, which it is

proposed to allocate as follows:-

	£.
Depreciation of Investments Reserve Account	5,000
Pensions Reserve Account	16,000
Betterment Fund (Railways)	351,448
Betterment Fund (Harbours)	28,216
General Reserve	<u>78,466</u>
	<u>£479,130</u>

I am to enquire whether Their Lordships are prepared to concur in these proposals.

3. I am also to transmit copies of a despatch of the 5th November, 1937 from the (1)

High Commissioner enclosing the draft Estimates for 1938, and of a further despatch of the 20th (3)

November, accompanied by four explanatory Memoranda by the General Manager, from which it will be seen that after allowing for further reductions in rates to the extent of £158,200,

it is estimated that a surplus of £326,767 will result from the year's working. This surplus it

is proposed to dispose of as follows:-

Reserve for Depreciation of investments	20,000
Betterment Fund (Railways)	100,000
Betterment Fund (Harbours)	37,985
Unallocated Balance	<u>168,782</u>
	<u>£326,767</u>

The

C. G.

- Mr.
- Mr.
- Mr.
- Sir H. Moors.
- Sir G. Tomlinson.
- Sir C. Bottomley.
- Sir J. Shuckburgh.
- Perm. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

DRAFT.

The receipt of the disposal of these

"Unallocated Balance" and of any further surplus funds will be carefully considered during the year.

4. The High Commissioner has since reported by telegraph that the draft Estimates for 1938 (and the Supplementary Estimates for 1936 and 1937) have been passed by the Legislative Councils of Kenya and Uganda.

5. Mr. Ormsby Gore considers that not the least satisfactory feature of the position as disclosed by these Estimates and reports is the evidence which they afford of the continued efficiency of the Transport Administration; and, subject to any observations which Their Lordships may wish to offer, he will have no hesitation in approving the Estimates and the High Commissioner's proposals.

I am etc.

DAWK

FURTHER ACTION.

38179/16/37

C. D.

G. D.
R 27 Dec
D 17

5

Mr. Colla, White 23/12
Mr. Parkin 24/12 at once.

- Mr.
- Sir H. Moore.
- Sir G. Tomlinson.
- Sir C. Bottomley.
- Sir J. Shuckburgh.
- Permt. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

Coded Sent
9.0 Pm.
24/12/37
G.D.

No 12.

(3)

Your despatch No 114. Changes proposed in paragraph 7 approved

I see have no comments to make on Second Supplementary Estimates 1936, First Supplementary Estimates 1937 and Estimates 1938 ^{if necessary} but ~~it is necessary to consult the Treasury~~ ~~which~~ ^{may} be consulted on them, but Subject to Treasury ~~approval~~ ^{consent} my approval may be assumed.

Secy.

DRAFT. Fel

Hickson
Nairobi

copy to Treasury (Hick) 27.5.38 (16)

FURTHER ACTION.

Rever for letter
to Treasury.

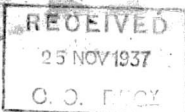
TRANSPORT

KENYA-UGANDA

NO. 114

**OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,**

**NAIROBI,
KENYA.**



20th November, 1937.

Sir,

I have the honour to address you in regard to the draft Estimates of Revenue and Expenditure for this Administration for 1938, copies of which were forwarded with my despatch, Transport, No.100 of the 5th November.

2. The General Manager's memorandum which accompanies this despatch, sets out in some detail the salient points in regard to the Estimates. It will be seen from this memorandum that, on the revenue side, the earnings (before deducting the cost of further rates reductions) are anticipated to follow closely the revised Estimates for the current year. Though it is perhaps too much to hope that the high level of prosperity reached in Kenya and Uganda during 1937 will be fully maintained during 1938, it is considered that any temporary setback in the spending powers of the communities, owing for example to the depressed state of the cotton market, will hardly be reflected in the Railways and Harbours earnings before the end of the year; and I am satisfied that in budgetting for a strictly comparable revenue, the General Manager has not been unduly optimistic.

5. In view of the large surplus earned during 1937 (on the disposal of which I have addressed you in my despatch No.107 of the 10th November), much thought has been devoted to the question how much revenue can be legitimately sacrificed by way of further rate reductions during 1938.

4. A memorandum is enclosed on the Standard Revenue and Expenditure, in which it is recommended that reductions totalling approximately £150,000 can safely be conceded with

**THE RIGHT HONOURABLE
W.G.A. GIMSBY GORE, M.P.
SECRETARY OF STATE FOR THE COLONIES,**

effect/

Copy in cells to Treas. 6

2

B

effect from the 1st January next. After careful consideration, the Railway Advisory Council recommended that a total of £158,200 should be allotted for rates reductions including the sacrifice of Branch Line guarantees, estimated at £14,500. I have approved this recommendation, and the Railways' Estimates have been compiled accordingly. The detailed allocation of the sum of £145,700, remaining available for rates reductions, has been left for consideration by Railway Advisory Council at its meeting early in December, and you will be advised in due course of the decisions reached thereafter. For the present I would observe only that efforts will be concentrated towards reducing the top rates in accordance with the approved policy of the Administration, and as advocated by Sir Osborne Mance, and that I shall hope to be in a position to convince you that native interests in this matter have not been overlooked.

Sound

5. As regards expenditure, you will observe that provision has been made for certain inevitable increases. Among these I may refer to the enhanced price of coal (regarding which a separate memorandum affords a full explanation), and the increased cost of native labour and rations, reflecting a tendency noticeable throughout the territories. It is satisfactory to note, on the other hand, that thanks to the careful policy pursued during recent years by the General Manager, the maintenance and repair costs of engines and rolling stock have been substantially reduced. None the less, with the decrease in revenue, due to rates reductions, you will observe that the estimated ratio of ordinary working expenditure to revenue stands at 53.85% in place of the 49.76% estimated in 1937.

Will my coal include

6. The Estimates as printed (which incorporate the recommendations/

59

-8-

Recommendations made by Railway Advisory Council and Harbour Advisory Board) provide for balances on Net Revenue Account of £288,782 for the Railways, and £57,985 for the Harbours. After placing £20,000 to Reserve for Depreciation of Investments, a net surplus is anticipated of £306,767. Of this, sums of £100,000 and £37,985 have been allocated for transfer to the Railways and Harbours Betterment Funds respectively. The appropriation of the remaining £168,782 has not yet been determined; at the suggestion of Railway Advisory Council, I have decided that the whole question of the disposal of this balance of £168,782 and any further surplus funds should be carefully examined by the Administration during the year, and it is probable that a Sub-committee of Railway Advisory Council will be appointed to go into the matter in detail.

7. The draft Estimates provide for changes in the emoluments of certain pensionable posts as follows:-

	<u>Present scale</u>	<u>Proposed scale</u>
	£	£
Chief Accountant (Railway Abstract E.III. a.1)	1,350	1,500
Senior Marine Officer (Railway Abstract F.I.)	1,000	920 x 40--1,000
Senior Marine Engineer (Railway Abstract F.I. a.2)	720 x 50-840	840 x 40---920
Port Manager (Harbours Abstract E.III.(a) 1)	1,000	1,150
Port Captain (Harbours, Abstract E.III (a) 2)	840 x 40-920	840 x 40----920 plus £86 pensionable allowance; personal to present holder.

A memorandum is enclosed setting out the reasons which justify me in recommending the increase in the salary attached to the post of Chief Accountant. I shall be obliged if your approval/

approval of the changes listed above may be conveyed to me (if necessary by a separate telegram) in time for effect to be given to them on the 1st January next.

8. The draft Estimates are being laid before the Legislative Councils of Kenya and Uganda, and will be discussed by them early in December. You will be notified by telegram when the Councils have signified their approval of the Estimates, and I shall hope to receive your sanction as soon as may be convenient thereafter.

I have the honour to be,

Sir,

Your most obedient, humble servant,

W Brooke-Popham

HIGH COMMISSIONER

A 71

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

DRAFT ESTIMATES OF REVENUE AND EXPENDITURE - 1938.

Draft Estimates of Revenue and Expenditure for 1938 are circulated herewith for the consideration of Council.

Revenue Estimate:

2. The following comparative figures are tabulated to facilitate consideration of next year's estimated Revenue:-

	1936 Actual	1937 Approved Estimate	1937 Revised Estimate	1938 Estimate
	£	£	£	£
Passengers	171,066	130,200	186,000	186,000
Parcels and Luggage	36,815	37,000	39,000	39,000
Livestock	20,066	18,500	23,000	23,000
Goods	2,247,386	2,234,000	2,400,000	2,400,000
Telegraphs	1,576	1,365	1,600	1,600
Miscellaneous	50,249	53,500	50,400	50,400
Total	£ 2,527,158	2,474,565	2,700,000	2,700,000

The detailed explanations are:-

<p><u>Passengers</u> <u>Parcels and Luggage</u> <u>Livestock</u></p>	}	<p>The estimate under these heads has been based on the actual revenue during the present year, indications being that whilst no appreciable increase can be expected, the favourable results of the present year will continue during 1938.</p>
--	---	--

Goods: As will be seen from the figures shown above, the 1938 estimate of Revenue from Goods Traffic is based on the anticipated revenue for the present year. Whilst the prospects for Export produce during the coming year are at present favourable, there are indications that the revenue from Imports may show a falling off compared with that expected during 1937. The following factors are not unlikely to affect the volume of imported goods during 1938:-

- (1) The anticipated fall in the price of cotton and the enhanced cost of native foods in Kenya which will reduce the purchasing power of the native.
- (2) The expected reduction in both price and quantity of export cotton seed.

- (3) The increasing cost of imported goods.
- (4) The disturbance in Japanese production due to hostilities in the Far East.

It is generally accepted that importations of cotton piece goods during the present year were exceptional and cannot be expected to be as heavy during 1938.

It is, therefore, submitted that a revenue for Goods Traffic equal to that anticipated for the present year represents a reasonably optimistic figure for the coming year.

The Goods Revenue Estimate of £2,400,000 does not include any allowance for possible rate reductions in connection with which Council will be addressed separately.

Telegraphs and Miscellaneous } The estimate of £52,000 for these services is considered reasonable.

ESTIMATES OF RAILWAY EXPENDITURE

3. The estimated Expenditure, so far as it is affected by traffic movements, is based on the following estimated ton miles and train and engine miles, the corresponding figures employed for the 1937 Estimates being given for comparative purposes:-

	<u>1938</u> <u>Estimate</u>	<u>1937</u> <u>Estimate</u>	<u>Increase</u>
<u>Freight Ton Miles</u>	507,735,000	482,000,000	25,735,000
<u>Train Miles:</u>			
Public	2,672,200	2,672,200	-
Departmental	590,000	555,000	35,000
	3,262,200	3,227,200	35,000
Miscellaneous (Assisting, Light and Shunting)	765,000	655,000	110,000
Total Engine Mileage	4,027,200	3,882,200	145,000

4. Abstract "A" - Engineering Expenses.

1938 Estimate	£241,555
1937 Estimate	£215,764
	£ 25,791

The main increases under this Abstract are:-

Maintenance and Renewals of Permanent Way	£ 7,274
Maintenance of Buildings and Works	9,563
Miscellaneous Services	4,106

the balance of the increased expenditure (£4,846) is represented by increased staff costs:-

Normal Increments and Minor Promotions	£2,731
Additional Staff (Technical, Works and Clerical)	£2,825
	<hr/>
	£5,556
	<hr/> <hr/>

this figure being offset by savings due to part salary, etc of the Chief Engineer for the period that officer will be acting for the General Manager, who proceeds on leave in 1938, and to reduced miscellaneous expenses.

Of the increase of £7,274 for Maintenance of Track it is anticipated that £6,295 will be required to meet increased wages of native labour and the enhanced cost of rations. The balance of £979 is required for normal increments of other Permanent Way Staff, tools and materials.

Of the £9,563 in excess of the 1937 Estimate for the Maintenance of Buildings and Works, £4,000 is required to complete the programme for overtaking arrears of Maintenance of Station Buildings and Staff Quarters; £4,875 will be required to bring Main Line Level Crossings and Station and Goods Shed approaches up to a satisfactory standard of condition, whilst a sum of £2,025 will be required to meet increased wages and ration costs. These increases are offset to a small extent by savings under other sub-heads.

The increase of £4,106 for Miscellaneous Services is mainly due to the necessity for replacing minor tools and plant (not covered by the Renewals Funds) and to additional labour and ration costs in connection with health measures.

5. Abstract "B" - Locomotive Running Expenses.

1938 Estimate	£372,078
1937 Estimate	£283,214
	<hr/>
Increase ...	£ 88,864
	<hr/> <hr/>

The increases under this Abstract are as follows:-

Additional Staff, Minor Promotions and Normal Increments	£ 2,920
Fuel	£89,702

Owing to the urgent need of adequate supervision in the Locomotive Running Department, it was found necessary to obtain two additional Assistant Locomotive Superintendents, and, with the High Commissioner's approval, two appointments were immediately made.

As Council has already been advised in a separate memorandum, the cost of the Administration's coal supplies has increased considerably, owing to supplies having to be obtained from Great Britain, consequent upon our contract being unable to obtain shipments from South Africa, in

addition, owing to the recent rise in native labour wages and the enhanced prices of rations, the cost of woodfuel has risen considerably.

The increases reflected above have been partially offset in other directions, particularly in connection with "Running Allowances".

6. Abstract "C" - Maintenance of Engines and Rolling Stock.

1938	Estimate	.....	£203,765
1937	Estimate	.....	£215,156
	Decrease	...	£ 11,391

Reductions are anticipated in connection with:-

Maintenance of Engines	£ 777
" " Coaching Stock	£5,401
" " Goods Stock	£7,241
	£13,419

and are due to reduced unit costs in the Workshops and to the overtaking of arrears of maintenance. It has also been possible to increase the mileage of locomotives between shop repairs.

An additional appointment of an Assistant Works Superintendent became essential to cope with the increasing work in the Mechanical Workshops. Increased clerical and junior supervisory staff have also to be obtained, whilst increased provision in respect of New Minor Works is also necessary.

7. Abstract "D" - Traffic Expenses.

1938	Estimate	.....	£270,911
1937	Estimate	.....	£262,440
	Increase	...	£ 8,471

The principal increases asked for are in respect of -

Normal Increments, Minor Promotions and additional Junior Staff	.....	£6,359
Station Stores	.....	£2,127
Catering Supplies and Equipment	...	£1,300

Additional staff is required to cope with the increase in traffic, whilst increased provision also is necessary to meet the enhanced cost of labour and rations. Additional equipment at stations for the handling of merchandise will have to be provided.

The increase allowed for in respect of Catering Supplies is required to meet an anticipated greater demand by the public and will be compensated by increased revenue.

In spite of an anticipated increase in Export Traffic, a reduction of £1,750 over the 1937 provision for loading and Unloading of trucks at Kilindini is expected as a result of the more favourable terms which have been obtained from the Port Contractors under the new handling contract.

8. Abstract "E" - General Expenses.

1938	Estimate	.....	£102,404
1937	Estimate	.....	£ 98,200
			Increase .. £ 4,204

The main increases provided for in respect of General Charges are as follows:-

		£
(a)	Management	1,967
(b)	Stores	700
(c)	Upkeep of Headquarters Offices	151
(d)	Publicity	975
(e)	Furniture	250
		£4,043

(a) Management:

The increase under Management expenses is due to provision for the salary of the officer relieving during the absence of the General Manager on leave, normal increments and promotions of office staff and a necessary increased provision in respect of Passages and Printing Expenses.

(b) Stores:

Normal increments, promotions and small additions in staff, necessary to cope with increased work, as well as additional Tools and Plant required, account for the increase of £700 over the 1937 Estimate.

(c) Up-keep of Headquarter Offices:

The cost of relief for the Caretaker who proceeds on leave in 1938 mainly accounts for the increase under this head.

(d) Publicity:

London Office:

It is proposed that the London Representative, Mr. McHardy, should visit the East African territories during 1938, with the object of obtaining personal knowledge of the developments which have taken place since his departure from the Colony ten years ago. The experience and knowledge this officer would gain from such a visit would be of considerable value to the London Office and it is hoped Council will support the proposal. The cost of the visit, including

the salary of the officer who will relieve Mr. McHardy during his absence from London, is estimated to be £350. The Tanganyika Railways and Ports Services Administration hope to be able to make a small contribution towards this expenditure.

An increase of £225 for advertising purposes is also considered necessary. The provision includes a contribution of £25 from the Tanganyika Railways.

Johannesburg Office:

Provision has been made for 1929 in respect of this Administration's proportion of the cost of working the East African Office in Johannesburg. As Council are aware, the continuation of this Office after the end of this year is subject to agreement by the Governments of the three East African territories. The decision will be advised to Council in due course.

The total estimated expenditure for Publicity purposes during 1938 exceeds the 1937 estimate by £975.

(e) Furniture:

An increase of £250 over the 1937 estimate is considered necessary to meet requirements and the enhanced cost of materials.

9. Abstract "F" - Steamer Services.

1938 Estimate	£74,126
1937 Estimate	£70,149
	<hr/>
Increase	£ 3,977
	<hr/>

Consequent upon the increased passenger traffic to and from the Nile and Murchison Falls, it has been considered necessary to place the S.W. "Stanley" in commission and the necessary provision has been made to enable this to be effected.

The bulk of the excess of £3,977 over the 1937 estimate is required for necessary maintenance of vessels and machinery and the re-conditioning of the S.W. "Stanley", whilst provision has also had to be made to meet the enhanced cost of materials.

An increase of £1,027 in respect of Catering is necessary to meet increased demands and renewal of equipment on vessels, as well as to enable the S.W. "Stanley" to be equipped for catering purposes.

Staff - General Superintendence:

The Officer holding the post of Senior Marine Officer will retire from the service in 1938. It is recommended that the scale of salary of this post should, on the retirement of the present holder, be revised to £920 by £40 to £1,000 per annum. The revised scale is considered sufficiently commensurate with the qualifications and responsibilities required for this post.

It is also recommended that the present salary scale of £720 by £30 to £840 for the post of Senior Marine Engineer should be improved to the scale of £840 by £40 to £920. The qualifications and responsibilities of the officer holding this post, responsibilities which embrace the maintenance of all vessels on the Lakes, as well as in connection with the construction of new craft, fully warrant the proposed salary scale of £840 to £920 per annum; this scale of salary applied to the post of Chief Marine Engineer prior to the year 1932.

10. Abstract "G" - Motor Services.

1938	Estimate	.....	£11,569
1937	Estimate	.....	£11,824
	Decrease		<u>£ 235</u>

This small decrease calls for no comment.

11. Abstract "H" - Miscellaneous Expenditure.

1938	Estimate	.....	£103,563
1937	Estimate	.....	£ 74,633
	Increase		<u>£ 28,930</u>

The increase of £4,500 in respect of Provident Fund contributions is due to the scope of the Fund having been extended to permit more of the African staff to become members than was formerly permissible.

An increase in cash transfers overseas is anticipated and an additional £1,000 is, therefore, provided under Head IV, to meet the consequent Bank charges.

In the 1937 Estimates, provision was made in the Net Revenue Account for £6,000 in respect of the reserve for the Widows' and Orphans' Pensions Scheme, and, in the Combined Net Revenue Appropriation Account, for £16,000 in respect of the reserve for Pensions to the Administration's retired officers. It is, however, considered that these liabilities should more correctly be shown as a charge to ordinary Working Expenditure and provision has, therefore, been made in Abstract "H" for an amount of £19,456, representing the liability on this account for the forthcoming year. The difference between this figure and the increase of £21,110 shown under Head V is in respect of new pensions and gratuities which will fall due in 1938.

The Administration has now become liable for Municipal Rates at Kisumu and Tororo and the increase of £1,125 under Head VII is necessary to meet these charges.

The cost of Medical Services is expected to increase to the extent of £200 consequent upon the increase in staff required during 1938.

Regulation of Transport:

Consequent upon the recommendations made by the Committee appointed by the Kenya Government to consider the desirability of co-ordinating and regulating all forms of transport, steps are being taken by that Government to introduce legislation implementing those recommendations.

The cost of the proposed Licensing Board is estimated at approximately £2,000 per annum, and, following the suggestion made by Sir Osborne Mance, this Administration may be asked to meet half this cost.

While, at first sight, it would appear reasonable to call upon the Railway to pay something towards the cost of regulating transport, there are strong arguments against doing it in this way. It would appear preferable to place the Railway - and incidentally the Governments - on the same footing as other owners of road, air, etc., transport, and to call upon them to pay the statutory licence fees. It is recommended, therefore, that the provisional sum allowed should be deleted from the Estimates.

12. Total Ordinary Working Expenditure:

The Total Ordinary Working Expenditure of £1,379,991 which represents an increase of £ 148,611 over the 1937 estimate, is equal to 51.11% of the estimated Revenue as compared with 49.76% in the case of the 1937 Estimates. The estimated Revenue for 1937 allowed for the proposed 1937 Rates Reductions, but the estimated Revenue of £2,700,000 for 1938 makes no allowance for any reductions which may be introduced next year.

13. Renewals Funds:

The contributions of £349,832 to the Renewals Funds reflects a small decrease compared with 1937.

The contribution in respect of Railway Assets is based on 2 1/2% of replacement cost of assets, the basis employed in past years.

14. Total Working Expenditure:

The total Working Expenditure of £1,729,823 represents an increase of £ 146,492 over the 1937 estimate and is equal to 64.07% of the estimated Revenue.

15. STAFF:

Apart from a few necessary additions, promotions and duty and personal allowances in connection with supervisory staff and the proposal made in para. 9 on page 7 of this memorandum to improve the salary scale of the Senior Marine Engineer, these Estimates make no provision for any improvement in senior staff grades or salaries. A separate memorandum will, however, be addressed to Council in respect of the post of the Chief Accountant.

16. Freight Ton Mile Costs:

As shown on page 2 of this memorandum, the ton mileage expected to be worked during 1938 amounts to 507,735,000 Freight Ton Miles.

The cost to the public, as represented by the earnings from Goods Traffic, will be Cents 9.45 per ton mile, as compared with the estimated cost figure of Cents 9.27 for 1937.

17. Net Revenue Account:

The balance of £970,177
 carried to the Net Revenue Account
 represents an increase over the 1937
 estimate of £ 78,943

This is accounted for by an estimated
 increase in Earnings over the figure
 shown in the 1937 Estimates, of £225,435

Less - Increased Working Expenditure £146,492

The following gives a comparison between the estimated
 Net Revenue Accounts for 1938 and 1937:-

	<u>1938</u>	<u>1937</u>		<u>1938</u>	<u>1937</u>
Interest Charges	531,248	526,981	Balance from Revenue A/c (Railways)	970,177	891,234
Redemption "	103,173	102,171			
Write-off of Dead Assets	10,000	17,500	Interest on Cash Balances Investments & Advances	120,000	75,000
Write-down of Stores on account of Obsolescence & Depreciation	2,000	2,000	Released and Retrieved Material	2,000	1,000
Demolition and Transfer of Assets	5,000	5,000			
Widows' and Orphans' Pen- sions Scheme Reserve		6,000			
Balance trans- ferred to Com- bined Net Revenue Appropriation Account	440,756	307,582			
	<u>£1,092,177</u>	<u>£967,234</u>		<u>£1,092,177</u>	<u>967,234</u>

The main differences in the charges reflected in
 the above figures are:-

Interest Charges:

The increase is mainly due to a reduction of the
 reimbursement by Government in respect of Branch Line
 guarantees, consequent upon increase traffic over the branches.

The Secretary of State has been asked by the High Commissioner to agree to the abolition of existing Branch Line guarantees and should it be decided that the Government of Kenya shall no longer be asked to implement their guarantees, the Administration's liabilities in respect of Loan Interest and Sinking Fund charges for 1938 will be increased by £14,500, reducing the sum available for rates reductions by a similar amount.

In so far as the increases in Receipts are concerned, the Administration has increased its investments during the present year and a slightly higher yield on these investments is expected.

18. Balance transferred to Combined Net Revenue Appropriation Account:

It should be noted that, whilst the estimated transfer for the year 1938 exceeds the 1937 estimate by £133,174, no allowance has been made in the 1938 Revenue Estimate for possible Rate Reductions.

19. Combined Net Revenue Appropriation Account:

Estimated Railway Surplus	£440,756
" Harbours "	£ 38,245
	<hr/>
	£479,001
	<hr/>

It is proposed to appropriate this amount in the following manner:-

Reserve for Depreciation of Investments	£20,000
---	---------

The provision for this purpose in the 1937 Estimates was only £5,000, but, owing to the increase in the amount invested in recent years, and, bearing in mind the unlikelihood of any appreciation in market values for some time to come, this increased provision of £20,000 is considered essential.

20. Betterment Fund - Railways: £100,000

Council is referred to the memorandum dated 8th September, 1937, on the subject of Funds available for Capital Works, in which the importance of building up the Betterment Fund is stressed and to the memorandum in connection with the First Supplementary Estimates, 1937.

21. Betterment Fund - Harbours £38,245

22. Unallocated Balance £320,756

As already stated, the estimated Revenue for 1938 does not include any tariff reductions which Council may recommend should be put into effect next year.

Council is referred to the memorandum on the subject of "Standard Revenue", in which it is stated that from present indications an amount of £150,000 could be set aside for the purpose of rate reductions during 1938.

A separate memorandum detailing the rates reductions which it is recommended should be introduced from the 1st January next is being addressed to Council.

After allowing for the figure of £150,000 referred to above, the remaining estimated unallocated balance will be £170,756 and the following recommendations in regard to the appropriation of this amount are submitted for the consideration of Council:-

	£
(1) General Reserve	50,000
(2) Supplementary Sinking Fund	50,000
(3) Rates Equalisation Account	70,756

The reasons for the necessity for increasing the General Reserve, which at present is fixed at £600,000 and for instituting the Supplementary Sinking Fund and the Rates Equalisation Fund have already been placed before Council in connection with the appropriation of the revised estimated surplus for the year 1937.

23. Proposed Expenditure on Renewals, Betterment and Capital Accounts.

The programme of works which it is proposed to carry out during the coming year is shown in Abstract "L". A list showing the individual works contained in this programme is embodied in these draft Estimates.

Council is asked to recommend Abstract "L" for approval, on the usual understanding that, before any work exceeding £750 in cost is authorised, a full case for the expenditure will be submitted to Council for its specific recommendation.

24. Approximate Position of Renewals, Betterment, Loan and Reserve Funds:

The approximate position of these Funds as at the 31st December, 1936, is given in Appendix I of these draft Estimates. The figures are based on the recommendations made in this memorandum in regard to appropriations of the estimated available surplus.

Ref. No. E.F. 1/38

GENERAL MANAGER'S OFFICE,
NAIROBI.

30th September, 1937.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

STANDARD REVENUE AND EXPENDITURE.

For the purpose of determining what sum, if any, is likely to be available for Railway rates reductions at the close of this year, it is necessary to estimate the standard, or recurrent, revenue and expenditure that may now be expected in the immediate future.

2. This subject was dealt with in its broad aspects in the General Manager's memorandum, dated 14th August, 1935, and considered by Council at the June, 1935, meeting. (Minute 971 refers).

3. In that Minute, Council expressed the view that the rates reductions visualised in the appendix to the 1935 memorandum, viz:-

	£	
In 1936	100,000	per annum
In 1939	100,000	per annum
Total	200,000	per annum

might be increased, in view of improved prospects. This in fact proved to be the case and the rates reductions actually introduced have been:-

	£	
From 1st December, 1935 ...	152,000	(Includes maize temporary rebate £18,000)
From 1st August, 1936 ...	48,000	
From 1st January, 1937 ...	155,000	
From 1st March, 1937 ...	11,000	

Total, including Maize temporary rebate£366,000 per annum

In addition, a number of minor rates reductions were introduced during 1936 amounting to £8,700 per annum

4. In the same document the estimated balance of the Reserve Account was placed at £792,000 on December 31st, 1936, whereas the actual balance on that date was £576,579, which closely approximates the £600,000 referred to in Minute 971 and also in Minute 817.

5. Standard Working Account Revenue:

This may be defined as the normal recurrent or average revenue that may be expected over a period. Based on the average Goods revenue for the periods 1924-1929 and 1930-1937, and assuming a proportionate increase in traffic with a proportionate reduction in rates over the next 8 years, the following revised estimate of "Standard" Revenue is arrived at:-

	£	
Goods Revenue	2,150,000	
Other Traffic Earnings	290,000	
Total Working Account Revenue		£ 2,440,000

6. It will be realised that it is a difficult matter to estimate what proportion of the present revenue can be considered permanent or recurrent, but, as rates reductions, which are intended to be permanent, can only properly be financed out of permanent increase in Revenue, an attempt must be made to do so. The above figures have also been checked from other angles, such as main crop tonnages, and similar results have been obtained.

7. Standard Working Account Expenditure:

	£
Estimated Ordinary Working Expenditure based on the tonnages required to give the Standard Revenue (allowing for 25% increase in cost of fuel, running supplies and materials and 10% increase in labour costs)	1,241,460
Provision for Widows' and Orphans' Pension Scheme, Pensions Reserve Account and Gratuity liabilities	46,000
	<hr/>
	1,287,460
Renewals contribution (Railway) based on 2½%	360,000
	<hr/>
Total Working Account Expenditure	£1,647,460

8. Standard Net Revenue Account:

	£
Balance from Revenue Account	792,540
Net Revenue Account receipts from Interest, etc.	<u>130,000</u>
Total	922,540
LESS	
<u>Net Revenue Account Charges:</u>	£
Write-off of Dead Assets, Stores stocks and demolition and transfer of Assets	17,000
Loan Charges (Net.)	650,396
Betterment (minimum contribution)	<u>100,000</u>
Surplus	<u>£155,144</u>

9. From the foregoing, it would appear at the present time that, in round figures, £150,000 per annum can safely be made available for further rates reductions from 1st January next, if required.

10. It will be noted that the estimate of Standard Ordinary Working Expenditure includes provision for increases

of 85% in fuel, running supplies and materials costs and 10% in labour costs. This, however, may found to be inadequate. For example, during the present year, owing to the practical closing of South African sources of supply, large orders for coal at considerably enhanced prices have had to be placed in Britain. (A separate report is being submitted on this matter.) There is also continued evidence of increasing cost of all other materials and stores.

11. It will, therefore, be necessary later in the year carefully to review the Working Expenditure figures given above, in the light of the information then available.

12. The need to keep the information contained in this memorandum strictly confidential will be clear to all members of Council.

13. Suggestions regarding the allocation of the sum finally agreed upon will be submitted in a separate memorandum.

14. As it is probable that a sum of money may also be available from the Port, it is proposed to pool this with the sum available from the Railway and to hold a combined meeting of the Harbour Advisory Board and the Railway Advisory Council at the end of the budget meeting in October next, to consider the problem of rates reductions from the point of view of the combined services.

Ref. No. E.F. 1/38 .

**GENERAL MANAGER'S OFFICE,
NAIROBI.**

25th August, 1937.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SHORTAGE OF COAL - 1937.

At the meeting held on the 30th June/1st July, 1937, Council was advised of the serious position confronting the Administration as a result of the inability of the contractors to deliver coal from South Africa consequent upon congestion and shortage of trucks in the latter country.

2. Since last reporting to Council the position in South Africa has become steadily worse and the Union Government found it necessary to prohibit, temporarily, the export of coal from South Africa, except under special permit.

3. In view of the effect such action would have upon coal supplies required for the working of this system, immediate representations were made to the South African Government for the issue of a permit to enable coal to be exported to Kenya under the contract entered into with Messrs. Mitchell Cotts & Co. (E.A.) Ltd. Such a permit was duly issued but the continued congestion on the railways in South Africa has so restricted the movement of coal in the Union that only very limited quantities of export coal become available at the ports.

4. As a result of this situation, deliveries under the contract with Messrs. Mitchell Cotts & Co. [E.A.] Ltd. have become much in arrears, 9,500 tons still remaining to be delivered under the agreement which expired on the 31st July, 1937, and nothing has been received under the new agreement operative from the 1st July, 1937, which provides for an average delivery of 7,300 tons per month.

5. Meantime, stocks were becoming depleted, and, as the indications were that no material improvement in the South African position could be contemplated for some time, it was necessary that coal should be secured from elsewhere in order to ensure that supplies would be available to meet the heavy traffic demands during the coming export season and also to provide a reasonable reserve.

6. In these circumstances, negotiations were opened with a view to securing coal cargoes from Great Britain and only after considerable difficulty, due to increased consumption in Great Britain and the acute shortage of shipping to lift export cargoes, was the Administration able to obtain individual shipments amounting in all to approximately 49,000 tons for delivery before the end of the year.

7. Subsequently, tenders were invited by the Crown Agents for the Colonies for a further 30,000 to 40,000 tons and a suitable contract has been arranged for delivery of this quantity at Mombasa between now and February, 1938, as and when shipping becomes available.

8. Altogether, it is hoped to have landed at Mombasa approximately 100,000 tons of coal between September and December, 1937.

9. While the action taken by the Administration has resulted in the anticipated position at the end of the year being reasonably secure, traffic requirements during the early part of 1938 are expected to be very heavy and should deliveries from South Africa continue to be held up, it may be necessary for further supplies to be obtained from other sources.

10. The average price to be paid for the additional quantities of coal ordered from Great Britain is Shs. 45/50 per ton c.i.f. Mombasa, as compared with the contract price of Shs. 20/75 per ton c.i.f. Mombasa for South African coal, an average increase of Shs. 24/75 per ton. This enhanced price will have the effect of increasing appreciably operating costs from now onwards. Due consideration has been given to this factor in the preparation of the Estimates for 1938.

11. Developments in the position will be advised Council at its next meeting.

Ref. No. A.2/336.

GENERAL MANAGER'S OFFICE,
NAIROBI.

7th September, 1937.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT :

ESTIMATES - 1938.

POST OF CHIEF ACCOUNTANT.

PARTICULARS

AND

REMARKS :

Members of Council are aware that the Administration has on several occasions put forward the recommendation that, as and when suitable opportunities occur, the salaries of Heads of senior Departments should be re-graded on the £1,500 scale. The last post to be re-graded on this basis was that of the Chief Mechanical Engineer, dealt with in connection with the Estimates for 1936.

2. It is now considered that the post of Chief Accountant should be re-graded in a similar way. As Council is aware, in addition to his duties as Chief Accountant, the Chief Accountant acts also as financial adviser to the General Manager. His responsibilities in this connection are important and are increasing each year with the growth of the services and the traffic dealt with.

3. Before the retrenchment which took place in 1931, the salary of this post was £1,400, and, in addition, a personal allowance, amounting to £100, was paid to the officer holding the post of Chief Accountant. On re-organisation in 1931 the post was re-graded at £1,350.

4. The present holder of the post - Mr. R.P. Walker - joined the Administration on the 16th August, 1935. During his service with the Administration Mr. Walker has shown that he is fully capable of carrying out most efficiently the combined duties of Chief Accountant and financial adviser to the General Manager. It is, therefore, strongly recommended that his salary should be increased from £1,350, at which it stands at present, to £1,500, with effect from the 1st January 1938. In this connection, it is possible to advise Council that certain re-organisations of the Department are now being worked out, which it is hoped to introduce with effect from the 1st January, 1939, on the retirement of the present holder of the post of Assistant Chief Accountant, which will provide further substantial savings in the cost of the Department. Proposals in this connection will be submitted to Council with the Estimates for 1939.

RECOMMENDATION :

In view of the increased responsibilities of the post of Chief Accountant, Council agrees to recommend that the salary of the post should be re-graded at £1,500 with effect from the 1st January, 1938.

Ref. No. E.F. 1/38.

GENERAL MANAGER'S OFFICE,
NAIROBI.

7th October, 1937.

TRANSPORT

KENYA-UGANDA

NO. 107

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,

GOVERNMENT HOUSE,

NAIROBI,

KENYA.

1937
R. O. HEGY

10th November, 1937.

Sir,

I have the honour to transmit to you copies of the First Supplementary Estimates for this Administration for 1937, as passed by the Harbour Advisory Board and Railway Advisory Council, together with separate explanatory memoranda prepared by the General Manager for the consideration of the latter body.

2. It will be observed from page 8 of these Estimates that the surplus on the combined Net Revenue Appropriation Account for 1937 is now estimated at £479,130. In considering the allocation of this surplus, Railway Advisory Council discussed at length and in detail the claims of the General Reserve, Betterment Fund, a Rates Equalization Fund, and a Supplementary Sinking Fund, as set out in Sir Godfrey Rhodes's memoranda. In view of the position disclosed in the memoranda entitled: "Funds available for Capital Works", and making due allowance for the Betterment Programme for 1938, they finally agreed to recommend the following appropriation:-

Reserve for depreciation of investments	£ 5,000
Pensions Reserve Account	16,000
General Reserve	78,466
Betterment Fund (Railways)	<u>351,448</u>
Total	<u>£450,914</u>

which, with the allocation of the Harbour surplus of £28,216 to Betterment Fund (Harbours), equates the total sum to be allocated with the total anticipated surplus of £479,130.

THE RIGHT HONOURABLE
W.G.A. ORMSBY GORE, M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

3. As/

copy 4 encls to Treas. 6.

3. As I consider the recommendation of the two Councils eminently sound, I have approved the Supplementary Estimates, which have been amended in accordance with the recommendation of the Railway Advisory Council, for submission to the Legislative Councils of Kenya and Uganda; and you will be notified, if necessary by telegram, when the Legislative Councils have approved them. I trust that your sanction will thereafter be extended to these Supplementary Estimates, and that the approval which was withheld by paragraph 3 of your despatch, Transport No.25 of the 4th March, from the allocation of surpluses proposed in the original Estimates for 1937 may be forthcoming for the revised allocation set out in this despatch.

(15) on 30/7/1936

4. I take the opportunity of forwarding copies of the Second Supplementary Estimates for 1936, on which no comment from me is called for. You will be advised when these Estimates have been passed by the Legislative Councils of Kenya and Uganda.

I have the honour to be,

Sir,

Your most obedient, humble servant.



HIGH COMMISSIONER



Kenya and Uganda Railways and Harbours

**FIRST SUPPLEMENTARY
ESTIMATES, 1937**

Memorandum by the General Manager

FIRST SUPPLEMENTARY ESTIMATES, 1937

Supplementary Estimates of Expenditure for the year 1937 have been rendered necessary for the following reasons:—

I—RAILWAYS

1—WORKING EXPENDITURE

It is anticipated the Total Ordinary Working Expenditure original estimate of £1,231,380 will be exceeded by an amount of £43,277, made up as follows:—

Abstract "B"—Locomotive Running Expenses	£	
Abstract "C"—Maintenance of Engines and Rolling Stock		45,463
Abstract "E"—General Charges		2,557
Abstract "F"—Steamer Services		1,338
Abstract "H"—Miscellaneous Expenditure		591
		1,736
Less Savings—		£51,685
Abstract "D"—Traffic Expenses	£	
Abstract "G"—Motor Services	7,477	8,408
	931	
	Total	£43,277

The reasons for the excess are as follows:—

Abstract "B":

The large excess under this head is due partly to the increase in traffic, but mainly to the considerable advance in the cost of fuel. This arises from the fact that it has not been possible to secure regular deliveries from South Africa, and supplies, at a considerably enhanced cost, have therefore had to be obtained from Great Britain. The cost of wood fuel also has increased.

Abstract "C":

The excess under this head is due to a heavier out-turn of repaired Goods vehicles than was anticipated, and additional essential New Minor Works.

Abstract "E":

This is due principally to insufficient provision having been made in respect of the exhibit at the Empire Exhibition and to the expenditure incurred in connexion with the establishment of the East African Office, Johannesburg, for which provision was not made in the 1937 Estimates. Additional expenditure also has been incurred on the establishment of a special East African exhibit in the London office. Payments in respect of Consulting Engineers' fees and Crown Agents' commission, etc., also, are heavier than were anticipated.

Abstract "H":

This is due principally to an increase in Provident Fund and Gratuity payments in respect of retirements in excess of anticipation, transfer charges on account of increased remittances to the Crown Agents for investment and additional *per capita* payments for medical services for increased staff.

Abstract "D"—(Saving):

While there has been some increase in expenditure on account of additional traffic, it has been found possible to effect savings under other heads, notably in staff where certain station and office appointments have not been filled.

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2
2—RENEWALS CONTRIBUTION

The decrease of 66,787 is due to an over-estimation of contributions at the time the 1937 Estimates were prepared.

3—REVENUE

The total earnings are now estimated at	£2,700,000
as compared with the original estimate of	£2,474,565
An increase of	£225,435

4—NET REVENUE ACCOUNT

The balance to be transferred from Revenue Account is estimated at	£1,080,179
as compared with the original estimate of	£891,234
Or an increase of	£188,945

This anticipated improvement in the amount to be transferred from Revenue Account is due to increased revenue from:—

	£
Passengers	55,800
Parcels and Luggage	2,000
Live Stock	4,500
Goods	166,000
Telegraphs	235
	<hr/>
	£228,535

<i>Less—</i>	
Reduced revenue from Miscellaneous	3,100
	<hr/>
	£225,435

<i>Less—</i>	
Net increase in Total Working Expenditure	36,490
	<hr/>
	£188,945

Expenditure in connexion with Net Revenue Account charges is expected to exceed the estimate by mainly for the following reasons:—

(a) *Loan Charges:*

Interest and redemption charges are now expected to exceed the provision by £3,912 due principally to a reduction in Branch Lines' guarantees as a result of increased traffic.

(b) *Write-off of Dead Assets.*

It is anticipated that obsolete assets to the extent of £21,300 will now have to be withdrawn, resulting in an estimated excess of £3,800

(c) *Depreciation of Investments:*

No provision was made in the original estimates for charges under this head and it is necessary to provide for an excess of £70,000 to meet the anticipated depreciation, this year, in the market values of investments.

(d) *Widows' and Orphans' Pension Scheme Reserve:*

It is anticipated that the provision of £6,000 made in the original estimates will now be exceeded by £650

(e) *Receipts on Net Revenue Account:*

Receipts on Net Revenue Account are expected to exceed the original estimate by £31,337 due to the additional interest earned on cash balances and increased investments, and to amounts realized on material retrieved from assets demolished during the year.

(f) The balance carried to the Combined Net Revenue Appropriation Account (Railways and Harbours) is expected to amount to £450,914, an increase of £143,332 over the estimate.

II—HARBOURS

1—WORKING EXPENDITURE

The total Ordinary Working Expenditure is now expected to exceed the original estimate by £18,037 due mainly to payments to the Cargo Handling Contractors, and the necessity of providing additional staff, power, etc., to deal with the increase in tonnage as well as to carry out essential maintenance of equipment ashore and afloat.

2—RENEWALS CONTRIBUTION

The original contribution included provision for the new Magadi property, the purchase of which was not completed as early as was originally anticipated, resulting in a decrease of £2,049

3—REVENUE

It is anticipated that Revenue will exceed the original estimate by £34,592

4—HARBOURS NET REVENUE ACCOUNT

The balance to be transferred from Revenue Account is now estimated at £248,521
An increase of £18,604 over the original estimate.

(a) *Charges to Net Revenue Account:*

These exceed the original provision by £1,987 owing to—

(i) a re-allocation of Loan Charges on Rolling Stock (Harbour Flats) transferred from the Railway to the Port to the extent of £887

(ii) a write-off in respect of Dead Assets £610

(iii) an increase in the contribution to the Widows' and Orphans' Pension Reserve £170

(iv) depreciation of Investments (Stamp Duty Reserve Fund) £320

(b) *Balance carried to Combined Net Revenue Appropriation Account:*

The balance carried to the Combined Net Revenue Appropriation Account (Railways and Harbours) of £28,216 represents a surplus of £16,629 over the original sanctioned Estimates.

III—COMBINED NET REVENUE APPROPRIATION ACCOUNT

(RAILWAYS AND HARBOURS)

The balances now estimated to be carried to the Combined Net Revenue Appropriation Account are:—

Railways	£450,914
Harbours	28,216
Total	£479,130

As compared with the original estimate of

£319,169

The revised surplus of £479,130 has been appropriated as follows:—

Contribution to Betterment Fund (Railways)	£351,448
Contribution to Betterment Fund (Harbours)	28,216
Reserve for Depreciation of Investments	5,000
Pensions Reserve Account	16,000
General Reserve Account	78,466
Total	£479,130

IV—ABSTRACT "L"

EXPENDITURE ON NEW WORKS AND RENEWALS—RAILWAYS,
ROAD AND LAKE MARINE SERVICES

Owing to the impossibility of completing the programme originally provided for, due mainly to delay in obtaining materials from overseas, the expenditure under this Abstract is now estimated to amount to £298,839 only during 1937, as compared with the original provision of £754,390.

Consequent upon the necessity for carrying out a number of works for which provision was not made, expenditure under sub-heads (8) Road Motor Equipment, (9) Lake Marine Services, and (10) Sundry Renewals and Betterments, is expected to exceed the original estimates.

V—ABSTRACT "M"

EXPENDITURE ON NEW WORKS AND RENEWALS—HARBOURS

Although provision for the acquisition by the Administration of the Magadi Soda Company's property at Shimanzi was included in the 1936 Estimates, the purchase was not actually completed until this year, while certain expenditure on other works, for which provision was made in 1937, will not now be incurred this year, owing to late delivery of material from overseas.

The resultant net excess over the original estimate is therefore now anticipated to be £23,351.

VI—REVISED ESTIMATES

Revised Estimates for 1937 are appended hereto.

Nairobi,

1st November, 1937.

G. D. RHODES,
General Manager.

Kenya and Uganda Railways and Harbours

RAILWAYS—REVENUE ACCOUNT, 1937

Abstract	EXPENDITURE		EARNINGS		Sanctioned Estimate, 1937	Revised Estimate, 1937	Increase	Decrease
	Sanctioned Estimate, 1937	Revised Estimate, 1937	Sanctioned Estimate, 1937	Revised Estimate, 1937				
A	£215,764	£215,764	£	£	£130,200	£186,000	£55,800	£
B	283,214	338,677	45,463		37,000	39,000	2,000	
C					18,500	23,000	4,500	
D	215,156	217,713	2,557	7,477	2,234,000	2,400,000	166,000	
E	262,440	254,983	1,338		1,365	1,600	235	
F	98,590	99,538	1,338		53,500	50,400		3,100
G	70,149	70,740	591	931				
H	11,324	10,693						
I	74,633	79,366	1,738					
J	1,231,380	1,274,667	43,277					
	351,951	345,164		6,787				
	1,633,331	1,619,831	36,490					
	891,234	1,080,179	188,945					
TOTAL	£2,474,565	2,700,000	223,435		£2,474,565	2,700,000	223,435	

RAILWAYS—NET REVENUE ACCOUNT, 1937

Abstract	EXPENDITURE		EARNINGS		Sanctioned Estimate, 1937	Revised Estimate, 1937	Increase	Decrease
	Sanctioned Estimate, 1937	Revised Estimate, 1937	Sanctioned Estimate, 1937	Revised Estimate, 1937				
Loan Interest Charges	£526,961	£526,961	£	£	£891,234	£1,080,179	£188,945	£
Loan Redemption Charges	102,171	105,173	2,919					
Write-off of Dead Assets	17,500	21,300	1,602					
Write-down of Stores Stocks on account of Obsolescence and Depreciation			3,800					
Demolition of Assets	2,000	2,000						
Transfer of Assets		30						
Depreciation of Investments	5,000	3,310						
Refund of Stand Premia		70,000						
Widows and Orphans Pension Scheme Reserve		248						
Balance carried to Combined Net Revenue Appropriation Account (Railways and Harbours)	6,000	6,650	650					
	307,582	450,914	143,332					
TOTAL	£967,234	1,187,516	220,282		£967,234	1,187,516	220,282	

Balance from Revenue Account (Railways)
Interest on Cash Balances, Investments and Advances
Released and Retained Mineral Surplus on Land Account (Uganda)

Kenya and Uganda Railways and Harbours

ABSTRACT L. ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED (RAILWAYS, ROAD AND LAKE MARINE SERVICES)

HEAD OF EXPENDITURE	SANCTIONED ESTIMATE—1937								REVISED ESTIMATE—1937								FURTHER SANCTION REQUIRED							
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years
I. Permanent Way	£ 1,400	£ 43,281	£ 34,914	£ 56,353	£ ..	£ ..	£ 135,948	£ 105,900	£ 749	£ 4,277	£ 27,564	£ 32,893	£ 317	£ 1,500	£ 67,300	£ 151,964	£ Dec. 651	£ Dec. 39,004	£ Dec. 7,350	£ Dec. 23,460	£ 317	£ 1,500	£ Dec. 68,648	£ 46,064
II. Station Buildings, Machinery and Equipment	26,710	27,575	11,144	14,664	859	3,030	83,982	..	3,193	5,658	9,053	3,155	655	1,579	23,293	117,321	Dec. 23,517	Dec. 21,917	Dec. 2,091	Dec. 11,509	Dec. 204	Dec. 1,451	Dec. 60,689	Dec. 117,321
III. Staff Quarters	13,403	39,113	5,880	29,390	130	..	87,916	..	10,517	16,508	10,780	16,498	30	..	54,333	31,426	Dec. 2,886	Dec. 22,605	4,900	12,892	100	..	Dec. 33,583	31,426
IV. Workshop Machinery and Equipment	12,564	40,076	2,165	24,759	223	..	79,787	..	7,179	7,986	1,867	8,628	154	..	25,814	48,771	Dec. 5,355	Dec. 32,090	Dec. 298	Dec. 13,131	Dec. 69	..	Dec. 53,973	Dec. 48,771
V. Inland Jetties and Piers	..	20,966	..	28,815	..	..	49,770	..	..	13,766	400	260	..	..	14,426	36,520	Dec. 7,189	Dec. 400	Dec. 28,555	..	..	Dec. 35,344	36,520	
VI. Telegraphs	900	5,820	1,540	6,015	45	..	13,720	..	270	..	..	3,175	45	..	3,490	9,800	Dec. 30	Dec. 5,820	Dec. 1,540	Dec. 2,840	..	..	Dec. 10,330	9,800
VII. Rolling Stock	84,937	17,290	3,660	213,200	..	1,388	259,884	93,375	..	10,002	4,701	38,209	..	2,150	55,128	103,671	Dec. 24,937	Dec. 7,288	1,141	89,940	..	268	Dec. 120,756	93,375
VIII. Road Motor Equipment	..	..	..	..	..	..	..	..	..	5,730	..	..	..	..	5,730	..	..	..	..	..	..	..	5,730	..
IX. Lake Marine Services	..	26,074	30	6,366	..	..	33,370	..	..	24,595	613	10,638	49	229	36,624	8,050	..	9,079	783	4,272	49	229	Dec. 3,254	8,050
X. Sundry Renewals and Betterments	..	4,203	1,940	3,870	..	..	10,013	..	4,829	129	5,064	2,077	11	..	12,701	3,710	4,829	Dec. 4,083	3,724	Dec. 1,793	11	..	Dec. 9,688	3,710
TOTAL	£ 79,314	£ 225,287	£ 61,173	£ 382,441	£ 1,257	£ 4,018	£ 764,390	£ 199,775	£ 26,737	£ 88,942	£ 60,842	£ 115,593	£ 1,261	£ 5,464	£ 298,639	£ 1,031,933	£ Dec. 52,677	£ Dec. 136,345	£ Dec. 331	£ Dec. 182,848	£ 4	£ 546	£ Dec. 371,551	£ 891,468

Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment Accounts.

ABSTRACT M. ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED (HARBOURS)

HEAD OF EXPENDITURE	SANCTIONED ESTIMATE—1937								REVISED ESTIMATE—1937								FURTHER SANCTION REQUIRED							
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total	Expenditure during subsequent years
I. Permanent Way	..	1,225	255	2,707	..	..	4,187	..	..	..	..	2,962	..	..	2,962	1,225	..	Dec. 1,225	Dec. 255	Dec. 255	..	..	Dec. 1,225	1,225
II. Piers, Wharves and Harbour Improvements	..	6,903	2,369	2,750	172	..	12,194	..	..	2,610	2,388	..	..	..	4,998	7,350	..	Dec. 4,293	Dec. 19	Dec. 2,750	Dec. 172	..	Dec. 7,190	7,350
III. Marine Craft	..	600	..	..	..	..	600	..	..	175	..	..	..	..	175	600	..	Dec. 425	..	..	..	..	Dec. 425	600
IV. Plant	10,000	1,825	131	..	..	..	11,956	..	..	300	..	..	..	..	300	12,500	Dec. 10,000	Dec. 1,525	Dec. 131	..	..	Dec. 11,656	12,500	
V. Navigational Lighting	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
VI. Improvements to Buildings, etc.	..	1,705	..	..	..	..	1,705	..	..	255	..	..	..	..	255	1,150	..	Dec. 1,450	..	..	..	..	Dec. 1,450	1,150
VII. Sundry Renewals and Betterments	..	2,350	350	..	..	..	3,314	..	45,352	2,905	300	..	..	..	48,617	..	45,352	1	Dec. 50	..	..	..	Dec. 45,303	..
TOTAL	£ 16,900	£ 15,222	£ 3,105	£ 5,457	£ 172	..	£ 39,956	..	£ 45,352	£ 6,305	£ 2,688	£ 2,962	..	..	£ 57,307	£ 22,855	£ 35,352	£ Dec. 8,917	£ Dec. 417	£ Dec. 2,495	£ Dec. 172	..	£ 23,351	£ 22,855

Subject to re-apportionment in accordance with regulations governing allocations of actual expenditure as between Capital Account and Renewals and Betterment Accounts.

MEMORANDUM TO RAILWAY ADVISORY COUNCIL.

FIRST SUPPLEMENTARY ESTIMATES-

1937

First Supplementary Estimates for the year 1937 are submitted to Council for approval. The memorandum submitted with these Estimates is self-explanatory in so far as Revenue, Working Expenditure and Net Revenue Charges are concerned, but Council's consideration is necessary in regard to the appropriations shown in the Combined Net Revenue Appropriation Account.

2. The Railways surplus is now estimated at £450,914 and after setting aside provision for liabilities in respect of Reserve for Depreciation of Investments (£25,000) and Pensions Reserve Account (£16,000) an amount of £429,914 remains to be appropriated for other purposes. This available balance could be utilised for the purpose of -

- (1) Increasing the General Reserve;
- (2) Increasing the balance of Betterment Funds;
- (3) Creating a Supplementary Sinking Fund;
- (4) Creating a Rates Equalisation Fund.

3. The arguments in favour of each of the above alternatives are outlined below:-

General Reserve.

4. The amount which the Secretary of State agreed in 1931 should be accumulated to serve as a General Reserve was £600,000 provided the contribution to the Renewals Fund was maintained on the basis of 2% of the value of Railway assets. A sum of £23,421 only is now required to reach this figure. It is, however, a matter for consideration whether the reserve of £600,000 should not be increased in view of the fact since this figure was agreed upon, traffic, with the consequential requirements in regard to maintenance and operation expenses, has increased considerably, and that, as a result, any loss in working which might be experienced consequent upon a period of depression is likely to be greater than was anticipated when the figure of £600,000 was accepted as a reasonable reserve.

5. The sum of £23,421 has been provisionally appropriated, however, to the General Reserve bringing this Reserve up to the figure of £600,000.

Betterment Funds.

6. Recommendations have already been submitted to Council in a memorandum dated 8th September, 1937, on the subject of funds available for Capital Works, in regard to the necessity of maintaining a reasonable balance in the Betterment Fund, and whilst it was recommended that the minimum balance should be, for the time being, £300,000, it is considered that advantage should be taken of the present favourable financial position to increase the total beyond this minimum. It is, therefore, suggested

-2-

that an amount of £351,448 should be appropriated for this purpose.

7. Council is being supplied with a revised statement of the estimated position of Loan, Capital and Betterment funds as at 31st December, 1936, from which it will be seen that, assuming the appropriation of £351,448 is approved, the balance of Betterment funds, on completion of the existing and proposed programme of works, will be £352,230.

Supplementary Sinking Fund.

8. Attention has already been drawn in the General Manager's Report for the year 1936 to the advisability of allocating surplus funds for the purpose of creating a Supplementary Sinking Fund and a Rates Equalisation Fund.

9. The contributions at present made by the Administration towards the Sinking Funds of the various Loans are now no more than the Statutory minimum of 1% per annum, although formerly in the case of the £5,000,000 (1921) Loan, contributions at the rate of 1.3% were made. The position in regard to this Loan is that, on the basis of future contributions at 1%, the amount of the Sinking Fund by September, 1946, (the earliest redemption date) will amount to approximately £1,800,000 only. Similarly the amounts available in Sinking Funds for other Loans will fall far short of the amounts required when redemption becomes possible. These loans carry interest charges at a very high rate and it is, therefore, clear that an endeavour should be made to redeem them at the earliest possible date. If the cost of money at the time is favourable, the deficiency could be made up by raising further loans, but as the money market may not be favourable, consideration should be given to the advisability of commencing, in the near future, to make contributions from surplus revenue to a Supplementary Sinking Fund. Important as this matter is it is not considered that the Supplementary Sinking Fund has a prior claim to appropriations in so far as the 1937 Surplus is concerned.

Rates Equalisation Fund.

10. The very favourable financial position which the Administration has now attained, and the likelihood of this condition obtaining for some time to come, enables consideration to be given to the advisability of instituting a Rates Equalisation Fund for the purpose of assisting industry during times of depression by rate rebates, and other means.

11. It is considered the time has arrived when part of any surplus which may be obtained should be set aside for this important purpose, and it is, therefore, suggested that an amount of £55,045 should be credited to this fund.

12. Summarised, the proposals submitted to Council for the appropriation of the anticipated surplus of £429,914 are as follows:-

	£
(1) General Reserve	23,421
(2) Betterment Fund	351,448
(3) Rates Equalisation Fund ..	55,045
	<hr/>
Total	£ 429,914
	<hr/> <hr/>

13. These proposed appropriations are submitted to Council for consideration and recommendation.

RECOMMENDATION:

Council recommends the First Supplementary Estimates for 1937 for approval and submission to the Legislative Councils of Kenya and Uganda.

E.F.3/37

General Manager's Office,
Nairobi.

20th September, 1937.

KENYA AND UGANDA RAILWAYS AND HARBOURS.
RAILWAYS. - REVISED RENEWALS AND BETTERMENT PROGRAMME, 1937.

160

	HEAD OF EXPENDITURE.	Estimated Total Cost including Unspent Balances of Works brought forward from previous years. £.	ESTIMATED EXPENDITURE.					
			Loan Funds. £.	Capital Account. £.	Betterment Funds. £.	Renewals Funds. £.	Revenue Account. £.	Net Revenue Account. £.
I	Permanent Way.	212,264	749	108,057	55,126	53,043	317	1,500
II	Station Buildings, Machinery and Equipment.	140,614	32,466	70,326	19,417	12,333	941	5,100
III	Staff Quarters.	88,759	13,467	32,860	35,511	23,611	190	..
IV	Workshops Machinery and Equipment.	74,585	10,970	14,690	24,324	24,236	154	..
V	Inland Jetties and Piers.	50,946	..	21,421	700	22,622	..	..
VI	Telegraphs.	13,290	270	2,520	640	6,415	245	..
VII	Selling Stock.	676,769	24,937	140,326	20,226	491,124	..	2,150
VIII	Road Motor Equipment.	5,730	..	2,730	..	..	..	..
IX	Lake Marine Services.	44,752	..	50,000	..	11,500	45	1,000
X	Sundry Renewals and betterment.	16,333	4,629	1,090	6,026	1,577	11	..
		1,330,072	27,717	437,607	136,793	604,754	1,000	9,854

Item No.	Estimated Total cost including unspent balances of Works brought forward from previous years.	Estimated			Actual		
		Loan Funds.	Capital Account.	Settlement Funds.	Renewals Funds.	Revenue Account.	Net Revenue Account.
	£.	£.	£.	£.	£.	£.	£.
1.	Renewals of turnout timber sleepers 171 sets on main and branch lines.	3,420			3,420		
2.	Renewals of Points and Crossings on Main and Branch Lines.	5,448			5,448		
3.	Renewals of Rail Joints with proportionate cropping on Kisumu Branch - 40 Miles.	5,140			5,140		
4.	Renewals of steel sleepers on Voi-Kahia Branch - 5 1/2 Miles.	1,925			1,925		
	-do- 5 1/2 Miles.	2,361			2,361		
5.	Renewals of three miles of Steel sleepers Uru:Uru.	2,650			2,650		
6.	Increasing the number of sleepers per rail length on 60 lb. track from Mombasa to Nairobi.	11,000		11,000			
15.	Munyuki branch, renewal of ballast.	2,310			2,310		
16.	Main line, Ballasting between rurusu and Kampala.	110,000		84,000	26,000		
20.	Naivasha. Additional loop 1,200 feet.	1,000		1,000			
23.	Nakuru Junction. - Diversion between mile 425/5 and Mile 5, U.G. Railway stop	8,900		7,456	1,244		
24.	Hjere. Lengthening of loop lines to 1,400 feet.	890		260			
25.	Siburgon. Lengthening of loop lines to 1,400 feet.	700			700		
26.	Kandiani. Lengthening of loop lines to 1,400 feet.	650			650		
27.	Fort Ternan. Lengthening of loop lines to 1,400 feet.	550			550		
28.	Aibigori. Lengthening of loop lines to 1,400 feet.	600			600		
33.	Replacing existing Aikuyu steel viaducts by earthwork embankments at miles 367/15, 368/11 1/2, 368/20 1/2, 371/26.	10,760		10,750			
34.	Miscellaneous General Improvements.	2,487			2,487		
		170,131		103,666	43,111	23,254	

CHECKED OVER S-

I. PERMANENT WAY.

Item No.	Particulars.	Estimated Total cost including unspent balances of works brought forward from previous years.	Estimated 1936-37.					
			Loan Funds.	Capital Account	Betterment Funds.	Grants-in-Aid.	Revenue Account	Contingencies.
	Brought Forward :-	170,131		100,666	43,211	43,254		
	ADDITIONS.							
	Preliminary investigation of Grade reductions.	3,060			3,060			
	Mombasa and Karopi. Proposed Siding at Mile 267/268.	317				317		
	Mombasa: Providing Sidings, Road Approach etc.	1,410			1,410			
	Mombasa: Fuel Sidings.	1,500					1,500	
	Kilgus: Re-alignment and re-modelling of Station Yard.	108			108			
	Aghakoi: Fuel Siding.	285			285			
	Swines: Siding accommodation.	84		84				
	Uncompleted Works: - 1936.	42,408	749	4,777	7,087	29,788		
	DEDUCTIONS.							
	Mombasa: Renewals of Points and Crossings & No sets.							
	Osigi - Nakuru: Survey of proposed diversion.							
	Voi-Bura: Survey of a proposed diversion.							
	Increasing the number of sleepers per rail length from Mombasa to Nairobi. 222,650							
	Nanyuki Branch: Renewals of Ballast. 2 1,790							
	Ballasting main line from MURDO to Kampala. 2 1,000							
	TOTAL: ITEM I.	219,264	749	108,827	50,128	63,043	317	1,500

Commissioner's sanction No. 2/W/31 of 19.1.37.

H.A.C's Minute 2034 of 30.6.37 and 1.7.37.

High Commissioner's sanction No. 2/FU/31 of 16.8.37.

Supply to Est. 108 RBR.

94. Dep.

II. - STATION BUILDINGS, MACHINERY AND EQUIPMENT.

Item No.	Particulars.	Estimated Total cost Including Unspent Balances of Works brought forward from previous years.	Estimated Expenditure.					Net Revenue Account.	
			Loan Funds.	Capital Account.	Settlement Funds.	Renewals Funds.	Revenue Account.		
		£.	£.	£.	£.	£.	£.		
35	Kilindini: Marshalling Yard. Overhead footbridge etc.	2,400	..	..	2,400	..	..	..
36	Mombasa: Offices for Engineering, Mechanical and Transportation Departments.	10,000	..	7,140	..	2,860	..	..
37	Taavo: Renewal of Ram.	350	..	..	..	200	150	..
38	Sultan Hamud: Raised Platform 1000 feet long.	300	..	..	300	..	..	..
39	Ulu: 3rd class station building in concrete block.	440	..	352	..	..	88	..
40	Ulu: one 20 light by 80 feet Goods Shed in Wood and Iron.	400	..	..	..	325	75	..
41	Nairobi: Load Shed - additional drop pit.	900	..	..	900	..	..	..
42	Nakuru: Provision of a 50 ton weighbridge.	2,400	..	700	..	1,700	..	..
44	Kipkabus: Proposed gravity water supply.	2,250	..	..	2,164	..	86	..
45	Kampala: New passenger Station and Offices.	61,000	6,585	58,415	..	..	..	2,000
46	Mbulumfi: Provision of platform between main and third lines.	410	..	..	410	..	..	..
47	Provision of platforms with platform gates at six stations, S.E.D.	254	..	..	254	..	..	..
48	Mura: Renewal of pipe line from Mura Hills to Mura Station.	900	..	..	900	..	..	..
49	Hills 30 to 33: Three miles of 3 inch water main.	3,000	..	..	..	3,000	..	..
51	Thika: Open Concrete surface drains and concrete pipes.	800	..	..	800	..	..	..
52	Njoro: 3rd Class Station Building and 2 Unit Locomotive Quarters.	825	..	..	..	..	..	..
53	Kisumu: Provision of a 50 ton weighbridge.	2,400	..	471	..	354	..	..
54	Kandui Bay: Goods Shed 40' x 41' with corner partitioned off for Office.	500	..	500	..	..	..	..
55	Mombasa: General Improvements.	2,150	..	..	..	..	..	..
56	Elmory: Rebuilding Wood and Iron fencing to 1st & 2nd Yards.	312	..	..	2,150	..	..	..
57	Mombasa: Renewals of Office & Goods Stores.	240	..	..	..	..	..	..
58	Mombasa: Renewals of Office & Goods Stores.	240	..	640	..	..	..	..
CARRYING OVER.		68,223	6,585	63,308	10,400	11,029	338	2,000	251,000 additional amount required. S.A.G. Minute 2031 of 30.6.37 & 1.7.37.
									Additional amount required.
									240 additional amount required

No.	PARTICULARS	Estimated total cost including unspent balances on works brought forward from previous years	ESTIMATED EXPENDITURE						
			Loan Funds	Capital Account	Retirement Funds	Renewals Funds	Revenue Account	Net Revenue Account	
		£.	£.	£.	£.	£.	£.	£.	
	<u>BROUGHT FORWARD:</u>	93,683	6,693	63,302	10,400	11,029	339	2,000	
63	resoro: Gravity water supply ..	12,000	11,210	..	260	..	..	530	£480/- additional amount required.
66	Lisuru: Renewal of Goods Shed ..	900	..	..	..	900	..	..
	<u>ADDITIONS:</u>								
59	Hairabi: Additions and alterations to Stores Department	2,370	..	..	2,370	..	..	..	Suppl'to Est. 383 L.S
	Kidaret: Umbrella shed over part of loading bank ..	675	..	675	..	..	..	..
	Kin: Goods shed in wood and iron 40'x 20'	335	..	..	..	..	335	..	
	Kalire: Water supply	1,270	..	..	1,270	..	..	..	H.O's sanction No. T/WS/C.1 of 9.4.37 and R.A.C. Minute 2018E of 24 and 29.4.37.
	Masidi Fort: Alterations to goods shed	125	..	125	..	..	..	..
	Nutaba: Filtering and chlorination plant	450	..	450	..	..	..	..
	Kampala: Providing macadam surface to approach roads	385	..	..	385	..	..	..
	Turbo: Water supply	850	..	..	850	..	288	57	H.O's sanction No. T/WS/B.1 of 23.7.37.
	Diar: Third class station building ..	45	..	45	..	..	..	..	Suppl'to Est. 109 Capital
	Uncompleted Works - 1936..	27,856	14,693	5,731	4,207	146	300	2,579	
	<u>DEDUCTIONS:</u>								
62	Buarphant: One 50'x 25' goods shed in wood and iron.. ..	..	..	..	..	..	..	..
6	Mutete: Re-siting station at Mile 14/8½ and renewing station building and staff quarters .. ..	..	..	..	..	..	..	..
	<u>TOTAL ITEM II:</u>	140,514	32,486	70,328	19,417	12,333	941	5,109	

STAFF QUARTERS.

No.	PARTICULARS.	Estimated Total cost including unspent balances of works brought forward from previous years.	1940-41				Settlement Account £.
			Loan Funds £.	Capital Account £.	Alteration Funds £.	Renewals Funds £.	
70	Kilindini: Provision of stores and bathrooms to barracks 90 & 91.	445			319	129	
72	Kilindini: Provision of Fuel Stores in Asian subordinate quarters.	400		400			
73	Kilindini: Provision of Water Flushing Closets to European Quarters.	1,000			1,000		
74	Kilindini: Provision of Water Flushing Closets to Asian Quarters.	530			530		
75	Mwoga: Provision of fuel stores in Asian subordinate quarters.	700		700			
76	Mwoga: Provision of Water Flushing Closets to Asian quarters.	770			770		
76	Mwoga: Two 2/3 Unit Asian Staff Quarters.	1,800		1,800			
77	Mwoga: 43 units menial Landies in brick with outquaters.	1,898		1,898			
78	Mwoga: 10/2 unit superior grade African quarters in brick etc.	1,540		1,540			
79	Voi: 1/30 Unit African Landie with kitchen and latrine etc.	684		684			
80	Stony Achi: 1/2 unit superior grade African quarters.	320		320			
81	Nairobi: Extension of accommodation at African Apprentices Hostel.	798		798			
82	Port Hall Road: Six 2 unit and eight 2 unit Asian Staff quarters in stone.	5,000			1,200	4,600	
83	Landie Area: Twelve 5/2 unit Asian African barracks and 94/2 Unit African Quarters.	10,360		8,568		10,368	
84	Limuru: One 2 Unit Asian Staff Quarter and 3 Unit African quarters.	800		800			
85	Nakuru: Installation of Electric light to European & African Quarters.	1,080			1,080		
86	Nairobi: Provision of one Junior European House.	900		900			
86a	Nairobi: Provision of water sewerage scheme for Asian and African locations.	2,000		2,000			
87	Nairobi: Provision of flushing lavatories to 12 European houses.	567			567		
88	Tororo: Provision of 3/2 Unit African Landies with Kitchens, Bathrooms, etc.	1,300		1,300			
89	Tororo: Provision of 11/12 Unit Superior grade African Quarters with 3/2 unit latrine.	1,650		1,650			
90	Tororo: Provision of water sewerage scheme for Asian and African location.	2,000		2,000			
91	Mompasa: Provision of one 2/1 Unit Asian Barrack for single men.	1,750	1,750				
92	Mompasa: 1/2 unit Asian Staff Quarters in concrete blocks.	380		380			
CARRIED OVER...		44,652	1,750	22,368	5,436	14,968	120

223 additional accounts required.

227 additional accounts required.

Item No.	Particulars.	Estimated Total Cost including unspent balances of works brought forward from previous years.	ESTIMATED EXPENDITURE					Est Revenue Account.
			Local Funds.	Capital Account	Settlement Funds.	Reserve Funds.	Revenue Account	
		£.	£.	£.	£.	£.	£.	
	BROUGHT FORWARD:-	44,652	1,750	22,399	5,436	14,968	129	
93	Albany: One 1/2 Unit Asian Staff quarters and one 1/2 Unit African Landie.							
		2,045		1,331		754		
94	Nile: Third class Station building and 4/2 Unit and 1/2 Unit Asian Quarters.	2,280		1,357		923		
95	Londiani: 2/2 Unit Asian quarters and one third class Station Building.	1,197		299		908		
96	Mwanza: Two 2 Unit Asian quarters.	940				840		2420 additional amt: required
97	Pachwach. Addition of one room to the existing quarter for Engineer-in-Charge, S.V. "Lugard".	490		400				
98	Miscellaneous general Improvements.	3,226				3,226		
99	Main line. Running Rooms.	520				520		
113	Kilindini. Installation of Electric light to Asian qtrs:	1,074				1,074		4574 additional amt: required
115	Garages to Staff Quarters.	1,146				1,146		2490 -do- -do-
	ADDITIONS:							
	Eldoret: Two Junior European Houses.	80	80					Suppl: to Est: 364.L.S.
	Lumbwa: 1/2 Unit Superior Grade African Quarters.	374				374		
	Eldoret: Additional 5-12 Unit Landies with Kitchens etc:	165	165					" " Est: 362.L.S.
	Kilindini: 12/2 Unit African Quarters.	111	111					" " Est: 370.L.S.
	Kampala: Providing Ceilings to Artisan Barracks.	450				450		
	Bukakata: 2/2 Unit Superior Grade African Quarters.	392				392		
	Eldoret: African Recreation Room etc:	370				370		
	Matebe: 2 Unit Native Landies etc:	300				300		
	Maupe: 12/2 Unit Superior Grade African Quarters.	120	120					Suppl: to Est: 370.L.S.
	Eldoret: 1/2 Unit Superior Grade African Quarters.	81	81					
	Nairobi: Improvements to African Recreation Hall.	376				376		
	Kampala: Alterations to House No.5.	300				300		
	Uncompleted Works - 1936.	25,340	11,160	7,234	1,007	6,078	61	
	DEDUCTIONS:							
95a	Nakuru: European bungalow in Spone.							
96	Nakuru: Installation of Electric Lighting etc.							
99	Kilindini: Renewal of Dispensary and Quarters.							Included in 1936.
	TOTAL - Item III.	86,759.	13,467.	32,980	18,811.	23,611.	190.	

Item No.	Particulars.	Estimated Total Cost Including Unspent Balance of Works brought forward from previous years.	Estimated Expenditure.					
			Loan Funds.	Capital Account.	Betterment Funds.	Renewals Funds.	Revenue Account.	Net Revenue Account.
		£.	£.	£.	£.	£.	£.	
117	Kilindini: Renewal of floor of Loco Shed.	988	..	..	..	988	..	..
118	Kilindini: 80" stroke all gear shaping Machine for running shed.	269	..	269	..	..	..	..
119	Nairobi: New carriage lifting depot.	28,900	..	..	28,457	6,243	..	..
120	Nairobi: Removing G.I. roof over lean to bay of Machine Shop.	351	..	..	..	351	..	..
121	Nairobi: Electrical Maintenance depot - additional examination pit.	720	..	720	..	..	..	296 additional amount required.
122	Nairobi: Concrete flooring in remainder of Saw Mill Shop.	300	..	..	300	..	..	..
123	Nairobi: Heavy double spindles moulding Machine.	316	..	201	..	115	..	..
124	Nairobi: Heavy type tanning machine, electrically driven complete with motor.	242	..	..	..	175	67	..
125	Nairobi: Dove-tailing machine.	263	..	263	..	..	..	252 additional amount required.
126	Nairobi: Blind style slot mortising machine electrically driven.	210	..	210	..	..	..	256 additional amount required.
129	Nairobi: Single table boring machine for tyre boring.	1,900	..	1,900	..	..	..	2670 additional amount required.
150	Nairobi: Carriage and Wagon wheel turning 18th motor drive.	3,088	..	..	..	3,088	..	2232 additional amount required.
151	Nairobi: 10" stroke Muir patent puncher slotting machine.	985	..	600	..	385	..	..
152	Nairobi: Universal tool and cutter grinder.	430	..	198	..	232	..	..
153	Nairobi: Installing after-coolers to compressors.	340	..	340	..	..	..	..
154	Nairobi: Radial drilling machine.	376	..	..	..	376	..	..
155	Nairobi: Radial drill 3' radius, 2 sensitive drills 2" diameter.	636	..	..	..	636	..	..
156	Nairobi: Capstain lathe.	737	..	..	..	737	..	274 additional amount required.
157	Nairobi: Flanning and moulding machine electrically driven.	1,060	..	790	..	290	..	..
158	Nairobi: Horn facing machine complete with motor.	552	..	..	..	552	..	..
159	Nairobi: Circular moulding and repossing machine.	225	..	225	..	..	..	..
160	Nairobi: Pre-heating furnace, tinning bath and metallic furnace.	423	..	423	..	..	..	..
CARRIED OVER.		45,128	..	6,139	22,757	14,165	67	..

Item No.	Particulars.	Estimated Total Cost Including Unspent Balances of Works Brought Forward from previous years. £.	Estimated Expenditure.					Net Revenue Account. £.
			Loan Funds. £.	Capital Account. £.	Betterment Funds. £.	Renewals Funds. £.	Revenue Account. £.	
	<u>BROUGHT FORWARD.</u>	43,128	..	6,139	28,757	14,165	67	..
141	Mairebi: Sand papering machine electrically driven with motor.	1,363	..	1,363	..	..	..	..
142	Mairebi: Horsfall belt forging machine by Greenwood and Batley.	1,357	..	657	..	700	..	..
143	Mairebi: Extension of electric power switchboard.	315	..	315	..	..	..	..
144	Mairebi: Splitting shears quadruple combination with punch, cropper & notcher.	328	..	..	..	328	..	..
145	Mairebi: Splitting shears, triple combination with punch and cropper.	902	..	..	..	902	..	..
146	Mairebi: Engine weighing tables.	4,126	..	2,806	..	1,322	..	..
147	Mairebi: Overhung hydraulic forging press.	1,624	..	568	..	1,056	..	..
148	Mairebi: Modification of layout of carriage and wagon wheel shop.	318	..	..	318	..	..	..
149	Mairebi: Private automatic exchange system of telephones for the workshops.	500	..	500	..	..	..	..
	<u>Additional:</u>							
	Vertical Arm Drilling Boring & Tapping Machine.	987	..	408	..	586	..	..
	Conversion of Smithy Steam Hammer.	22	..	248	413	..	53	..
	Triphalogenylene Degreasing Plant.	25	..	25	..	..	..	..
	Carriage and Wagon Axle Brass Metallic Plant.	37	..	37	..	..	..	..
	Oil Reclamation & Waste preparation Plant.	385	..	..	385	..	..	..
	Uncompleted Works - 1936.	19,069	10,979	1,718	1,280	4,954	140	..
	<u>Relatives:</u>							
149	Mairebi: Double oscillating spindle Sand preparing Machine.							
150	Martising and Spring Machine.							
	TOTAL Item IV.	74,565	10,979	14,890	24,324	24,238	154	..

£523 additional amount required.

£106 additional amount required.

£63 additional amount required.

£286 additional amount required.

£192 additional amount required.

R.A.F. Minute 2005/572 of 17.2.37.

Suppl: to Est. 62 Capital.

Suppl: to Est. 66 Capital.

Suppl: to Est. 106 Capital.

V. ISLAND JETTIES AND PIERS.

Item No.	PARTICULARS	ESTIMATED EXPENDITURE						Net Revenue Account
		Estimated total cost including unspent balances of works brought forward from previous years	Loan Funds	Capital Account	Settlement Funds	Revenue Funds	Revenue Account	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
141	Mona Bay: Reconditioning of Pier ..	2,000	..	1,750	..	250	..	..
142	Jingo: Removal of existing timber Pier	4,500	..	4,500	..	..	..	..
143	Kisumu: Highway for lighters ..	4,000	..	4,000	..	..	..	..
144	Kisumu: Renewal of Wharf ..	26,620	..	..	..	26,620	..	..
145	Fort Bell: Addition of new Pier face approximately 250 feet long ..	3,600	..	3,600	..	..	..	..
146	Fakwani: Reconstruction of existing wharf in steel sheet piling ..	3,300	..	1,356	..	1,944	..	..
147	Palango: New steel pile faced wharf ..	783	..	783	..	..	..	Rs 5/- additional amount required.
ADDITIONS:								
	Matabele: Renewal of Pier ..	500	..	200	..	..	..	Supplementary to est. 19 capital.
	Fakwani: Reconstruction of existing wharf in steel sheet piling ..	300	..	300	..	..	..	Supplementary to est. 129 capital.
	Matiaba: Construction of a Sea Wall 1,000 feet long ..	700	..	..	700	..	..
	Uncompleted Works - 1936 ..	4,943	..	4,933	..	10	..	
	TOTAL ITEM V. ..	50,946	..	21,421	700	28,825	..	

VI. TELEGRAPHS.

Item No.	Particulars.	Estimated Total Cost including unspent balances on works brought forward from previous years.	ESTIMATED EXPENDITURE.					
			Loan Funds. £.	Capital Account. £.	Betterment Funds. £.	Renewals Funds. £.	Revenue Account. £.	Net Revenue Account. £.
169	Nakuru - Kisumu: Reconstruction - replacement of wooden poles and reconstructions Nakuru Junction Kisumu.	5,120		1,940	840	3,340		
170	Nalaha - Mbulamuti and Tengeru-Silmi - re-construction of Telegraph pole routes and diversion of Post Office Trunk etc.	3,900		1,180		2,675	45	
	<u>ADDITIONS:-</u>							
	Telegraph Wires - Samburu - Mackinnon Road.	500				400	200	
	Uncompleted Works - 1936.	2,670	270	2,400				
	TOTAL ITEM VI.	13,290.	270.	5,520.	840.	6,415.	245.	

Item No.	Particulars.	Estimated total cost including unspent balances on Works brought forward from previous years.	Financial Statement				Settlement Account.
			Loan Funds.	Capital Account.	Settlement Funds.	Reserve Funds.	
173	Three new Kay Vans.	3,600					
174	Two Brake Vans, one Service Van.	3,800					
ADDITIONS.							
	Alterations to design of 10 Rig wagons.	1400			400		
	Six Garratt Locomotive Engines.	108,000		108,000			
	Seven Additional Caboose Coaches.	305		115	150		
	Eight Mogie Caboose Coaches.	15,046		676	9,280	6,402	
	Walker Diesel Rail Cars.	12,300		12,300			
	Lagging of boilers of Mikado and Garratt Engines.	1,010			1,010		
	Replacement of Wagon-Rolling Stock.	144,084		5,934	1,000	138,813	
	Replacement of Goods Rolling Stock.	44,690		5,311		50,120	387
	Purchase and Conversion of 5 Oil tank Wagons from Mag. & Soda Company.	2,000		3,000			119
	Uncompleted Works - 1936.	343,584	24,937	22,964	4,406	290,838	439
	TOTAL ITEM VII.	678,799	24,937	145,326	15,206	491,114	2,156

H.A.G. Minute No. 2034 of 29 and 29.1.37.

Supplementary to Act: 164 Capital.

{ Allocation - Supply to
Act: 251. S.R.
H.A.G. Minute no. 2034/701
of 30.6.37.

H.A.G. Minute No. 2034/708
of 30.6.37 and 1.7.37.

High Commissioner's sanction
No: 7/RQ/A1 of 23.7.37.

Sanction: Supply to
Act: 92, 136, 179 and 181. ER(H)

Allocation: Supply to Act:
112 ER(H) and 35 Capital.

High Commissioner's sanction
No: 7/RQ/A1 of 6.9.37.

ITEM VIII ROAD MOTOR EQUIPMENT.

Uncompleted Works - 1936.

5,730	5,730				
5,730	5,730				

TOTAL ITEM VIII.

IX. LAKE MARINE SECTION.

Item No.	PARTICULARS	Estimated total cost including unspent balances on works brought forward from previous years	ESTIMATED EXPENDITURE						
			Loan Funds	Capital Account	Settlement Funds	Renewals funds	Revenue Account	Set Revenue Account	
		£.	£.	£.	£.	£.	£.	£.	
182	Lake Kings: Renewing the bottoms of lighters Nos. 4, 5, 7 and 8 ..	1,350	..	..	..	1,350	..	..
183	Sutiaba: Lathe for boring, surfacing and screw cutting ..	400	..	..	..	400	..	..
184	Sutiaba: Radial drilling machine ..	550	..	..	..	550	..	..
185	Sutiaba: Shop engine - 12 h.p. to be replaced by engine of 25 h.p. ..	350	..	..	..	350	..	..
ADDITIONS:									
	"Enterprise" treadle 6" gap bed lathe for Pahwah ..	180	..	130	..	..	..	..
	Lake Kings: Motor boat ..	205	..	205	..	..	..	..
	Sutiaba: Saw bench 45" ..	125	..	..	..	75	49	..
	Wireless installations Headquarters Office, Usage, Grant, Syke and Masindi Form.	194	..	..	194	..	..	..
	Three AGA Lights for the Bils ..	600	..	..	600	..	..	..
	Cost and erection of 4-70 ton lighters	100	..	..	..	100	..	..
	New twin screw motor tug to replace "HUSSENI" ..	203	..	203	..	..	..	..
	Uncompleted Works - 1936. ..	40,495	..	30,407	97	8,762	..	1,229	
	TOTAL ITEM IX. .. £.	44,752	..	30,995	891	11,588	49	1,229	

Suppl: to Est. 13 RM and 185 RM - 478/- to Railway.
 Suppl: to Est. 12/17 RM
 Suppl: to Est. 6, 10, 11 Capital (Marine).

Item No.	PARTICULARS	Estimated Total cost including unspent balances on works brought forward from previous years	ESTIMATED EXPENDITURE					
			Loan Funds	Capital Account	Settlement Funds	Renewals funds	Revenue Account	Net Revenue Account
198	Kilindini: Road between Kilindini road and high level godown area ..	300	..	..	300	..	..	..
198	Kilindini: Combined institute for Indian and sean staff ..	2,500	..	1,000	..	1,500	..	..
198	Mairahi: Dust proofing and grassing road surface in Chief Mechanical Engineer's yard ..	570	..	..	570	..	..	..
198	Mairahi: Provision of electric power line to District Engineer's Workshops ..	770	..	770	..	..	..	..
198	Mairahi: Roads and paths in Workshops..	810	..	..	810	..	..	..
197	Pipe screwing machine three Drilling machine one Sawing machine one Stone crusher one Stone granulator one Lathe wood working one Punching and shearing machine one	1,560	..	..	..	1,560	..	..
ADDITIONS:								
	Kilindi: Welfare clinic ..	400	..	..	400	..	..	..
	Meal cooking the roads around head-quarters Offices ..	515	..	..	515	..	..	..
	Mairahi: Fire fighting appliances in fuel areas ..	260	..	..	260	..	..	..
	1 steel rowing outler and 3 Drilling machines ..	570	..	180	..	490	..	..
	Mairahi: New Kellerith machines ..	50	..	..	50	..	..	..
	Aitah: Hart surfacing to roads in Aiy. area ..	1,055	..	..	1,055	..	..	..
	Granulator for stone chippings ..	210	..	..	210	..	..	..
	Mairahi: Provision of a stone breaker concrete factory ..	177	..	..	177	..	..	..
	Mairahi: Pavilion for show ground ..	335	..	..	335	..	..	..
	Mairahi: Motor lorry 2 1/2 ton for engineering ..	280	..	..	280	..	..	..
	Aldoret: Power driven drilling machine.	180	..	..	180	..	..	..
	Bacterol disinfectant for train bedding.	335	..	..	335	..	..	..
	Uncompleted works - 1936..	5,458	4,829	..	561	..	..	..
	TOTAL - 1936 A.	16,355.	4,829.	1,890.	6,086.	8,577.	11.	..

Supplto Act.125 MR.

R.C.'s sanction no. 2/4/B.1 of 28.8.1937.

Supplto Act.207 MR.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT:

FIRST SUPPLEMENTARY ESTIMATES - 1957.

PARTICULARS

AND

REMARKS:

Attached, for the information of Council, is a revised schedule of Works covered by the provision made in Abstract "L" of the First Supplementary Estimates for 1957, reflecting all variations from the original Schedule.

E. F. S/SE

General Manager's Office,
Nairobi.

1st October, 1957.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

FUNDS AVAILABLE FOR CAPITAL WORKS.

At Minute No. 1015 of the 6th May, 1936, Council noted the position of Funds available at the end of the year 1936 for Capital Works and considered the means by which funds required for future Capital Works should be raised.

2. The position in respect of available Funds has been reviewed and a statement thereof is attached hereto - Statement A. The last column of this statement gives the funds it is anticipated will be available for Capital and Betterment Works after allowance has been made for all works already approved and Works it is anticipated will require to be provided for in the 1938 Works Programme. Allowance is also made for credits anticipated in respect of assets to be withdrawn from service in 1937 and 1938; the budgetted allocation to Betterment Fund, of surplus anticipated on 1937 working and a minimum allocation of £100,000 (Railways) for 1938.

3. Summarised, the position on the above basis is as under:-

RAILWAYS:

	£	£
Capital Account	130,053	
Betterment Funds	152,946	
Loan Funds	33,630	
	<hr/>	
Total		316,629

HARBOURS:

Capital Account	9,120	
Betterment Funds	69,695	
Loan Funds	6,934	
	<hr/>	
Total		85,749

Total Railways & Harbours £402,378

4. It will be seen that the Funds available for future Capital and Betterment Works RAILWAYS are very meagre indeed. Increasing traffic calls for further Capital expenditure year by year and the "Betterment" inseparable from Renewals must also be provided for. Loan Funds are nearing exhaustion and the amounts made available each year following the withdrawal of assets can no longer be expected to provide anything but a small sum towards meeting the financial needs of future Capital Works. The Railways Betterment Fund must, therefore, unless a further loan is raised, bear the major part of the cost of such works in addition to normal Betterment. It is essential that the minimum balance in this Fund should not fall below £300,000 (bearing in mind that funds must be available in advance to finance works and that the programme should not be reduced or delayed in time of depression when work can most efficiently and economically be carried out), and that the withdrawals from the Fund each year should be made good by

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allocation from the surplus for that year, or, in the absence of available surplus, from surplus in future years. It is estimated that the average annual expenditure under this head will be at least £100,000.

5. The allocation to Railways Betterment Fund budgetted for in 1937 Estimates (but not yet approved by the Secretary of State) is £286,582. This amount is included in the "Estimated Receipts" column of the statement attached. Present indications are that the surplus available for allocation to this Fund will be considerably in excess of the amount budgetted for, despite the anticipation that the charge against Railways Net Revenue Account, in respect of Depreciation of Investments, may be in the vicinity of £70,000 instead of the budgetted allocation of £5,000 to Reserve for Depreciation of Investments.

6. The question of the minimum annual contribution to Railways Betterment Fund assumes considerable importance when the question of rate reductions arises, as in assessing the total expenditure necessary to secure any given amount of revenue it is necessary to take into account not only working expenditure but transactions on Net Revenue Account which may have the effect of reducing the net additional permanent increase in revenue considered as available for distribution as reductions in rates and fares. As Council is aware, Section 13 of the Railway Ordinance 1927 provides that, subject to such provisions as may be considered necessary to meet contingencies, the total earnings of the Services shall not be more than sufficient to meet:-

- (a) Necessary outlays for working and maintenance;
- (b) Contributions to reserve funds for renewals, betterments, stores and other purposes proper to the Services;
- (c) Interest and Sinking Fund charges due on Capital not being capital contributed out of Railway or Harbour revenue;
- (d) Such costs, compensation or damages as may be awarded against the High Commissioner.

As stated above, the minimum annual contribution in respect of the Railways Betterment Fund is assessed at £100,000 and this amount should be included in the budget each year. Statement B. attached hereto gives the receipts and expenditure in respect of Capital, Betterment and Loan Funds for the years 1929 to 1936 and estimated figures for 1937 and 1938.

7. It is recommended, therefore, that:-

- (i) The minimum balance to be held at the credit of Railways Betterment Fund shall be, for the time being, £300,000 and that withdrawals from the Fund each year shall be made good from the surplus of that year, or, in the absence of sufficient surplus, from surplus accruing in future years.
- (ii) A sum of not less than £100,000 be considered as a definite charge against Net Revenue each year as a contribution to Railways Betterment Fund and that such amount shall be included in the budget for each year.

(11) The amount to be allocated from the surplus accruing in the year 1937 shall be that available after all prior charges have been met.

8. Should it be found that funds additional to those already available and made available if the recommendations in paragraph 7 hereof are accepted are likely to be insufficient to meet future Capital and Betterment requirements, four courses will be open for consideration:-

- (a) Raising of a loan when money market changes render conditions favourable to flotation.
- (b) Advances from the Crown Agents for the Colonies in anticipation of the raising of a loan.
- (c) Seek the sanction of the Secretary of State to utilise a portion of surplus cash balances now held in the Joint Colonial Fund and on Bank Deposit for financing Capital Works in anticipation of the raising of a loan at a favourable opportunity.
- (d) Act in accordance with the provisions of Chapter I Section 3 para. 10 of the revised Expenditure Instructions, which reads as follows:-

"10. The sanction of the Secretary of State must be obtained before recourse is had to Renewals Funds, directly or indirectly, to meet any emergency for which the funds in reserve are insufficient. With the approval of the Secretary of State, however, established surplus balances may be transferred to Capital Account as contributions from Renewals Funds for investment in additional Capital Assets or applied to General Reserve, Loan redemption funds or other approved purposes."

9. It need hardly be said that it is undesirable that the liability of the Railways in respect of Loan interest and redemption charges should be added to at this stage unless it is evident that such action, on the long view, would be in the best interests of the majority of the users of the Services.

NOTE:

The figures included in this memorandum are provisional and depend upon the final decisions given in regard to the New Works Programme. No allowance has been made for a further rise in prices and costs.

No provision has been included for any major works such as:

- (i) Re-alignments - Uplands to Nakuru say 2500,000
- (ii) Harbour Coal Handling Appliances say 2100,000 which would properly be financed from Loan Funds and for which special cases would have to be made out.

Ref. No. E.F. 615.

GENERAL MANAGER'S OFFICE,
NAIROBI.

8th September, 1937.

UGANDA RAILWAYS AND HARBOURS

Estimated Position of Loan, Capital and Retortment Funds as at 31st December 1936.

(Revised, 25th September, 1937)

	Balance as at 31.12.1936		Estimated Receipts 1937		Estimated Expenditure 1937		Estimated Balance as at 31.12.1937		Estimated Receipts 1938		ESTIMATED EXPENDITURE 1938			Estimated Balance as at 31.12.1938	Liabilities in respect of works programme against balance as at 31.12.1938	Estimated amount available after completion of works programme
	£.	S.	£.	S.	£.	S.	£.	S.	On Works sanctioned prior to 1938	New Works 1938	Provision for Unforeseen Works.	Total	£.			
RAILWAYS:																
Capital Account Expenditure ..	543,183	61,550	88,942	512,737	19,861	393,365	48,169	10,000	351,534	184,064	60,800	123,264				
Retortment Funds..	160,443	353,440	60,842	453,049	102,000	77,261	118,568	10,000	205,319	352,230	2,230	350,000				
Loan Funds ..	169,399	..	28,750	148,649	22,250 ^x	60,080	37,000	..	97,980	22,419	..	22,419				
TOTAL RAILWAYS:	872,971	414,990	178,534	1,114,435	102,611	481,896	203,737	20,000	651,533	558,713	63,030	495,683				
HARBOURS:																
Capital Account Expenditure ..	17,309	2,149	6,305	20,353	..	5,408	2,900	2,500	10,308	2,545	2,545	..				
Retortment Funds..	50,852	28,216	2,668	76,110	38,245	2,025	41,207	5,000	46,232	66,123	17,409	48,714				
Loan Funds ..	64,786	..	45,490	19,296	22,250 ^x	12,500	..	..	12,500	29,046	29,046	..				
TOTAL HARBOURS:	132,877	30,365	54,463	115,759	60,495	19,933	44,107	7,500	71,540	104,714	56,000	48,714				
GRAND TOTAL: ..	1,005,848	445,355	233,017	1,230,194	163,106	481,829	247,844	27,500	723,073	663,427	119,030	544,397				

^x Provisionally earmarked from railway Loan funds (1930) Loan by re-allocation.

W. Johnson

NETA AND CANADA RAILWAYS AND HARBORS.

STATEMENT OF RECEIPTS AND EXPENDITURE IN RESPECT OF LOAN, CAPITAL & SETTLEMENT FUNDS, 1929 TO 1936
WITH ESTIMATES FOR 1937 and 1938.

Particulars.	RAILWAYS.						HARBORS.					
	Capital account.		Settlement Fund.		Loan Funds.		Capital account.		Settlement Fund.		Loan Funds.	
	Receipts	Expenditure.	Receipts	Expenditure.	Receipts	Expenditure.	Receipts	Expenditure.	Receipts	Expenditure.	Receipts	Expenditure.
Balance to end of 1928.	3,104		623,914		1,709,891							
Transactions during 1929.	800	3,104	187,367	303,084		601,570					953,359	
" " 1930.	298	571		294,637		534,104						490,014
" " 1931.	51,156	827		120,266		182,548						254,558
" " 1932.	12,102	9,997		14,582		97,423	582					135,112
" " 1933.	11,296	17,157	1,484	4,283		1,806	3,376					2,372
" " 1934.	39,128	5,755	1,293	20,339		121,527	1,607	106				49,317
" " 1935.	397,566	38,086	26,599	6,798		4,218		9,121	15,612			2,000
" " 1936.	153,104	51,127	103,922	12,076		27,200	15,040	808	36,322	1,416		12,712
" " 1937 (Estimated)	61,850	29,942	253,442	69,042		29,752	9,149	6,355	22,216	2,922		1,685
" " 1938 (Estimated)	19,261	221,234	100,000	225,212	25,25,252	97,922		12,222	22,245	42,222	2,22,222	12,222

Provisionally assigned from Railway Loan Funds (1929) made by re-allocation.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT :

FUNDS AVAILABLE FOR CAPITAL WORKS.

REVISED FIGURES.

PARTICULARS

AND

REMARKS :

The attached statements are submitted to Council in substitution for statements "A" and "B" referred to in paragraphs 2 and 6 of the memorandum dated the 8th September, 1937, in regard to Funds available for Capital Works.

2. The revised figures include the estimated expenditure on Betterment, etc., works, as shown in Abstracts "L" and "M" of the 1938 Estimates and the transfer of £351,448 to Betterment Funds recommended to Council in the memorandum on the subject of the First Supplementary Estimates for the year 1937.

3. On the above basis, the summary of the position, on completion of the proposed programme, given in para. 3 of the previous memorandum, will now read as follows:-

RAILWAYS:

Capital Account	123,288	
Betterment Funds	360,000	
Loan Funds	58,419	
Total		495,683

HARBOURS:

Betterment Funds	48,714	48,714
Total Railways and Harbours		544,397

Ref. No. E.F. 615.

GENERAL MANAGER'S OFFICE,
NAINOBI.

30th September, 1937.



Kenya and Uganda Railways and Harbours

**SECOND SUPPLEMENTARY
ESTIMATES, 1936**

Memorandum by the General Manager

SECOND SUPPLEMENTARY ESTIMATES, 1936

Second Supplementary Estimates of Expenditure for the year 1936 have been rendered necessary for the following reasons:—

I.—RAILWAYS

1.—WORKING EXPENDITURE

The total Ordinary Working Expenditure amounted to £1,142,276, compared with the provision of £1,152,496 made in First Supplementary Estimates, a reduction of £10,220. The provision for Locomotive Running Expenses, Maintenance of Engines and Rolling Stock, Traffic Expenses and Motor Services were, owing to the increase in traffic, slightly exceeded, whilst savings in respect of Engineering Expenses, General Charges, Steamer Services and Miscellaneous Expenses were effected.

2.—DEPRECIATION

Depreciation charges showed an excess of £196 over the First Supplementary Estimate for the year.

3.—REVENUE

The total Earnings amounted to	£2,527,158
as compared with the First Supplementary Estimate of	£2,350,000
a reduction of	£22,842

This reduction was due to importers holding goods at the Coast during the month of December pending the introduction of the reduced rates for imported goods which came into effect as from the 1st January, 1937.

4.—NET REVENUE ACCOUNT

The Balance transferred from Revenue Account amounted to	£1,033,485
as compared with the First Supplementary Estimate of	£1,046,303
a reduction of	£12,818

The explanation of this reduction is given in paragraphs 1 and 3 above.

Expenditure in connexion with Net Revenue Account charges exceeded the provision in the First Supplementary Estimate by	£6,042
---	--------

due mainly to the contribution from the Kenya Government in respect of the loss on working the Gilgil-Thomson's Falls and the Kisumu-Butere Branch Lines being less than was anticipated.

Receipts on Net Revenue Account exceeded the First Supplementary Estimate by	£4,920
--	--------

The balance carried to the Combined Net Revenue Account (Railways and Harbours) amounted to	£378,660
a reduction of	£13,940

compared with the First Supplementary Estimates.

This reduction is due to the circumstances explained in paragraphs 1, 3 and 4 hereof.

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II.—HARBOURS

1.—WORKING EXPENDITURE

The Total Ordinary Working Expenditure exceeded the First Supplementary Estimate by £2,850 due to increased payments to the Shore Handling Contractors as a result of traffic being heavier than was anticipated.

2.—REVENUE

Revenue exceeded the First Supplementary Estimate for 1936 by £11,239

3.—HARBOURS NET REVENUE ACCOUNT

The balance transferred from Revenue Account amounted to £8,389 more than was anticipated. £254,730

Charges to Net Revenue Account were £340 less, and receipts £51 more than was anticipated.

The balance carried to the Combined Net Revenue Account (Railways and Harbours) amounted to £36,388 or £8,780 more than was anticipated.

III.—COMBINED NET REVENUE ACCOUNT

(Railways and Harbours)

The balances carried to the Combined Net Revenue Account were:

	£
Railways (Surplus)	378,660
Harbours (Surplus)	36,388
Total	£415,048

a decrease of £5,160 compared with the amount provided for in the First Supplementary Estimates for 1936.

The surplus of £415,048 has been allocated as follows:

	£
Contribution to Betterment Funds (Railways)	100,000
Contributions to Betterment Funds (Harbours)	36,388
Reserve for Widows' and Orphans' Pension Scheme	47,950
General Reserve Account	230,710
Total	£415,048

IV.—ABSTRACT "L"

EXPENDITURE ON NEW WORKS AND RENEWALS—RAILWAYS, ROAD AND LAKE MARINE SERVICES

Owing to the impossibility of completing the programme provided in the First Supplementary Estimates for 1936, the expenditure under this Abstract amounted to £198,568 as compared with the provision of £208,232. Expenditure in respect of sub-heads (2) Station Buildings, Machinery and Equipment; (3) Staff Quarters; (4) Workshop Machinery and Equipment; (7) Rolling Stock, was slightly in excess of the provision made in the First Supplementary Estimates.

V.—ABSTRACT "M"

EXPENDITURE ON NEW WORKS, AND RENEWALS—HARBOURS

A number of works were not commenced during the year, and the purchase of the Magadi Soda Company's property at Shimanzi was not completed by the end of 1936. Expenditure under this Abstract was consequently £47,882 less than the provision made in the First Supplementary Estimates, 1936.

VI.—REVISED ESTIMATES

Statements are appended showing the actual results for the year 1936 compared with the First Supplementary Estimates for 1936, approved in that year.

Nairobi,

April, 1937.

G. D. RHODES,
General Manager.

RAILWAYS-REVENUE ACCOUNT, 1936

EXPENDITURE	RAILWAYS-REVENUE ACCOUNT, 1936			
	Revised Estimate, 1936	Actual	Decrease	Increase
A. Engineering Expenses	202,853	189,872	13,181	£
B. Locomotive Running Expenses	256,816	257,488	1,672	£
C. Maintenance of Engines and Rolling Stock	203,165	203,870	1,505	£
D. Traffic Expenses	241,551	240,686	865	£
E. General Charges	107,996	107,815	181	£
F. Steamer Services	66,163	65,513	650	£
G. Motor Services	12,319	12,432	113	£
H. Miscellaneous Expenditure	60,319	64,335	4,016	£
Total Ordinary Working Expenditure	1,152,496	1,142,276	10,220	£
J. Depreciation	351,201	351,397	196	£
Total Expenditure	1,503,697	1,493,673	10,024	£
Balance Net Earnings carried to Net Revenue-Account	1,046,303	1,033,486	12,817	£
TOTAL	£ 2,550,000	2,527,159	22,841	£

TOTAL £ 2,550,000 2,527,158 22,842

RAILWAYS-NET REVENUE ACCOUNT, 1936

	RAILWAYS-NET REVENUE ACCOUNT, 1936			
	Revised Estimate, 1936	Actual	Decrease	Increase
To Loan Interest Charges	625,000	530,708	4,806	£
" Loan Redemption Charges	102,888	103,659	1,267	£
" Write-off of Dead Assets	68,228	66,328	1,900	£
" Account of Obsolescence and Depreciation	6,300	6,200	100	£
" Demolition of Assets	718	713	5	£
" Transfer of Assets	1,981	1,809	172	£
" Reserve for Depreciation of Securities	10,000	10,737	737	£
" Rebate on Moins	17,725	18,336	296	£
" Refund of Stand Premia	296	296		£
" Balance Carried to Combined Net Revenue Account (Railways and Harbours)	392,600	378,660	13,940	£
TOTAL	£ 1,125,840	1,117,942	7,898	£

TOTAL £ 1,125,840 1,117,942 7,898

To By Net Earnings from Revenue Account on Cash Balances, Investments and Advances 1,046,303 1,033,485
 Realized and Retrieved Material 70,000 73,426 3,426
 Surplus Land Account (Uganda) 9,500 10,251 751
 Appreciation of Investments 37 63 26
 737 737

Kenya and Uganda Railways and Harbours

HARBOURS-REVENUE ACCOUNT, 1936

Expenditure	HARBOURS-REVENUE ACCOUNT, 1936			
	Revised Estimate, 1936	Actual	Increase	Decrease
A. Engineering Expenses	20,219	17,857	2,362	£
B. Marine Working	20,975	21,027	52	£
C. Maintenance of Mechanical Plant	7,981	8,374	393	£
D. Shore Working and Lightage	22,627	22,211	416	£
E. General Charges	17,040	17,234	194	£
F. Miscellaneous Expenditure	7,724	7,509	215	£
Departmental Expenditure	96,566	94,212	2,354	£
" Payments to Shore Handling and Lightage Contractors	79,971	85,175	5,204	£
Total Ordinary Working Expenditure	176,537	176,387	2,850	£
J. Depreciation	25,316	25,316		£
Total	201,853	204,703	2,850	£
Balance Net Earnings carried to Net Revenue Account	246,341	254,730	8,389	£
TOTAL	£ 448,194	459,433	11,239	£

TOTAL £ 448,194 459,433 11,239

Earnings
 IMPORTS INCLUDING COAL AND BULK OILS—
 Handling 52,863 57,383 4,520
 Wharfage 66,029 66,919 8,890
 EXPORTS EXCLUDING BUNKER AND BULK OILS—
 Handling and Wharfage 179,967 180,183 216
 IMPORT WAREHOUSE ON COAL 4,000 4,508 508
 EXPORT WAREHOUSE ON BULK OILS 15,153 15,395 242
 BULK OILS 1,019 1,141 122
 MARINE CHARGES, ETC. 75,324 75,040 284
 MISCELLANEOUS 53,839 55,864 2,025

HARBOURS-NET REVENUE ACCOUNT, 1936

	HARBOURS-NET REVENUE ACCOUNT, 1936			
	Revised Estimate, 1936	Actual	Increase	Decrease
To Loan Interest Charges	181,086	180,714	372	£
" Loan Redemption Charges	35,069	35,023	46	£
" Depreciation of Investments (Stamp Duty Reserve Fund)	3,064	3,064		£
" Balance Carried to Combined Net Revenue Account (Railways and Harbours)	27,608	36,388	8,780	£
TOTAL	£ 246,827	255,267	8,440	£

By Net Earnings from Revenue Account—
 Realized and Retrieved Material 246,341 254,730 8,389
 Interest on Stamp Duty Reserve Fund 478 529 51

TOTAL £ 246,827 255,267 8,440

Kenya and Uganda Railways and Harbours

ABSTRACT L.—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED (RAILWAYS, ROAD AND LAKE MARINE SERVICES)

HEAD OF EXPENDITURE	REVISED ESTIMATE—1936							Expenditure during subsequent years	NET EXPENDITURE—1936							Expenditure during subsequent years	FURTHER SANCTION REQUIRED						Expenditure during subsequent years	
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total		Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account	Total		Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Net Revenue Account		Total
	£	£	£	£	£	£	£		£	£	£	£	£	£	£		£	£	£	£	£	£		£
1. Permanent Way	795	3,238	1,410	68,181	317	450	74,391	42,853	1,181	2,408	1,317	68,226	377	73,509	42,557	386	£ 830	£ Dec. 93	£ 45	£ Dec. 317	£ Dec. 73	£ Dec. 882	£ Dec. 296	
2. Station Buildings, Machinery and Equipment	4,794	5,172	1,156	1,590	..	1,363	14,075	37,922	5,263	5,907	5,625	1,437	66	1,272	15,570	469	735	469	Dec. 117	Dec. 153	Dec. 66	Dec. 91	Dec. 3,131	
3. Staff Quarters	11,791	9,655	846	5,138	530	132	28,092	29,625	12,222	10,469	729	7,340	264	125	31,149	27,341	431	814	Dec. 117	Dec. 2,202	Dec. 266	Dec. 7	Dec. 3,057	
4. Workshop Machinery and Equipment	6,816	1,089	..	2,029	87	..	10,621	21,034	7,841	841	20	2,486	103	..	11,291	19,326	1,025	848	Dec. 10	Dec. 20	Dec. 457	Dec. 16	Dec. 870	
5. Inland Jetties and Piers	..	3,096	..	5,038	..	300	8,434	5,000	..	3,086	..	5,028	..	300	8,414	4,943	..	848	Dec. 10	Dec. 10	Dec. 457	Dec. 16	Dec. 870	
6. Telegraphs	2,482	..	100	4,050	10	..	6,642	3,700	796	300	800	4,050	10	..	5,956	4,385	Dec. 1,686	300	700	..	..	..	Dec. 20
7. Rolling Stock	..	2,523	282	8,898	..	..	11,683	346,109	..	6,941	382	8,879	..	..	16,202	343,584	..	4,418	Dec. 190	Dec. 19	..	..	Dec. 685
8. Road Motor Equipment	..	8,898	..	..	..	..	8,888	..	..	3,374	..	..	..	..	3,374	5,780	..	Dec. 5,514	..	..	..	..	Dec. 4,519
9. Lake Marine Services	..	15,941	3,038	0,672	..	..	28,681	30,891	..	13,208	3,913	5,288	..	..	21,484	40,495	..	Dec. 2,738	Dec. 26	Dec. 4,404	..	..	Dec. 5,730
10. Sundry Renewals and Betterments	4,830	4,401	2,611	4,403	187	363	16,755	1,450	1	4,598	2,188	4,337	182	363	11,619	6,784	Dec. 4,829	197	Dec. 323	Dec. 126	Dec. 55	Dec. 5,136	10,604	
TOTAL	£ 31,508	54,603	9,323	109,059	1,131	2,608	298,232	617,584	27,304	51,127	10,074	107,051	575	2,437	198,568	536,168	Dec. 4,204	Dec. 3,476	751	Dec. 2,008	Dec. 556	Dec. 171	Dec. 9,664	18,584

ABSTRACT M.—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED HARBOURS

HEAD OF EXPENDITURE	REVISED ESTIMATE, 1936							Expenditure during subsequent years	NET EXPENDITURE, 1936							Expenditure during subsequent years	FURTHER SANCTION REQUIRED						Expenditure during subsequent years	
	Loan Funds	Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Total	Loan Funds		Capital Account	Betterment Funds	Renewals Funds	Revenue Account	Total	Loan Funds	Capital Account		Betterment Funds	Renewals Funds	Revenue Account	Total				
	£	£	£	£	£	£	£		£	£	£	£	£	£	£		£	£	£	£	£			
1. Permanent Way	..	..	..	1,620	..	1,620	550	..	..	..	1,078	..	1,078	812	..	..	..	Decrease 542	..	..	..	..	Decrease 542	262
2. Piers, Wharves and Harbours Improvements	..	110	1,690	520	300	2,620	500	..	200	1,416	504	..	2,120	684	..	..	..	Decrease 274	Decrease 16	Decrease 300	..	..	Decrease 500	184
3. Marine Craft	23	..	..	..	..	23	..	Cr. 91	..	..	..	..	Cr. 91	..	..	..	..	Decrease 114	..	..	..	..	Decrease 114	..
4. Plant	..	28	..	..	..	28	10,000	..	..	5	..	..	5	10,000	..	..	..	Decrease 23	..	..	..	..	Decrease 23	..
5. Navigational Lighting	1,171	..	..	..	..	1,171	..	..	472	..	..	..	472	700	..	..	..	Decrease 699	..	..	..	..	Decrease 699	700
6. Improvements to Buildings, etc.	410	600	..	..	..	1,010	400	354	604	..	..	..	958	400	..	..	..	Decrease 567	..	..	..	..	Decrease 560	..
7. Sundry Renewals and Betterments	46,604	..	..	..	297	46,901	2,964	949	..	..	..	..	949	48,317	45,655	..	..	..	..	..	..	..	Decrease 52	..
TOTAL	£ 52,215	738	1,890	2,140	597	53,373	14,414	1,684	809	1,416	1,582	..	5,491	60,913	46,524	71	..	Decrease 274	Decrease 558	Decrease 597	Decrease 47,882	..	46,499	

TRANSPORT

KENYA-UGANDA

NO. 100

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

5th November, 1937,

Sir,

I have the honour to enclose, for your preliminary consideration, two copies of the draft Estimates of Revenue and Expenditure of the Kenya and Uganda Railways and Harbours Administration for 1938. Ten further copies are being forwarded by surface mail. My comments on these draft Estimates will follow at an early date.

I have the honour to be,

Sir,

Your most obedient, humble servant,

F. F. F.
HIGH COMMISSIONER

THE RIGHT HONOURABLE

W.G.A. ORMSBY GORE, M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, S.W.1.

Copy at end to Treasury



ESTIMATES

OF THE

Revenue and Expenditure

OF THE

Kenya and Uganda Railways and Harbours

INCLUDING:

Main and Branch Lines

Lake Marine Services

Motor Services

Coast Port Services

1938

Memorandum by the General Manager

RAILWAYS, MOTOR, MARINE AND HARBOURS SERVICES

1. A comparison of the estimated revenue and expenditure for 1938 with the Estimates for 1937 is given in the summarized Revenue Account Statements.

2. The total route mileage of open lines during 1938 will be as follows:—

<i>Main Line—</i>	<i>Miles</i>
Mombasa to Kampala	879

Principal Lines—

Kisumu Line (Nakuru to Kisumu)	134
Soroti Line (Tororo to Soroti)	100
Voi-Kahe Line (Voi to Kahe Junction)	592

Minor and Branch Lines—

Solai Branch (Rongai to Lake Solai)	27
Yala Branch (Kisumu to Butere)	43
Kitale Branch (Leseru to Kitale)	41
Namasagali Line (Mbulamuti to Namasagali)	19
Kampala-Port Bell Line	6
Thomson's Falls Branch (Gilgil to Thomson's Falls)	48
Nanyuki Branch (Nairobi to Nanyuki)	145
	<hr/>
	1,534

Lines Worked but not Owned—

Magadi Branch (Konza to Lake Magadi)	91
--------------------------------------	----

Total ... 1,625

as compared with the estimated mileage for 1937 of 1,622 miles, the difference being due to the doubling of the track from Nakuru to Nakuru Junction.

Steamship Services—

	<i>Route Mileage</i>
Lake Victoria	2,165
Lake Kioga	697
Lake Albert	757
Kagera River	198
	<hr/>
Total	3,817

as compared with an estimated route mileage in 1937 of 3,737, the increase of 80 miles being due to the addition of the ports of Kityerera and Bubekke to the sailing route on Lake Victoria.

3. REVENUE

The estimate of Railway revenue of £2,562,300, which represents an increase of £87,735 over the 1937 Estimate, is the net estimated earnings after allowing for a substantial sum in respect of Rates and Passenger Fare reductions.

Revenue.

Expenditure.

4. ORDINARY WORKING EXPENDITURE

The increase of £148,385 in the estimated Ordinary Working Expenditure—an increase equal to approximately 12 per cent—is accounted for as follows:—

Abstract A.

ENGINEERING EXPENSES—Increase £25,791.

The provision for promotions, normal increments and relief staff, accounts for £2,731, whilst £2,825 is necessary for additional staff to enable the increase in Maintenance, Renewals and Betterment works to be carried out.

Increased provision to the extent of £7,274 is necessary in connexion with Maintenance of Permanent Way, mainly to meet increased costs in respect of native labour and rations, while an additional sum of £9,563 is required for the Maintenance of Station Buildings and Workshops and Staff Quarters, as well as to enable Level Crossings, Station and Goods Shed approaches to be maintained in a satisfactory condition. An amount of £4,106, also, is necessary mainly in connexion with Tools and Plant and Health Measures and the enhanced cost of native labour and rations.

Abstract B.

LOCOMOTIVE RUNNING EXPENSES—Increase £88,864.

An increase of £2,920 has had to be made in respect of staff increments, promotions, etc., but the very large increase under this Abstract is due to the enhanced cost of fuel. Consequent upon the failure of supplies from South Africa, stocks of coal had to be obtained from Great Britain at considerably increased cost. The cost of wood fuel also has risen owing to increased cost of native labour and rations. These increases are off-set to the extent of £3,005 in respect of savings under Running Allowances.

Abstract C.

MAINTENANCE OF ENGINES AND ROLLING STOCK—Decrease £11,391.

The decrease in respect of the Maintenance of Engines, Coaching and Goods Stock in the Workshops is due mainly to overdue maintenance having been completed, and to anticipated reductions in unit costs. Increased provision in respect of staff additions, promotions and normal increments to the extent of £2,152 is necessary.

Abstract D.

TRAFFIC EXPENSES—Increase £8,471.

The principal increase under this head, £6,359, is in respect of promotions, increments and additional junior staff to cope with the heavy additional traffic compared with that estimated for 1937, and £2,127 for station equipment for traffic purposes. Anticipated catering demands necessitate an increase of £1,300, whilst additional provision has had to be made to meet the rise in labour and ration costs. A reduction in respect of the cost of loading and unloading of trucks at Kilindini is expected as a result of the new contract with the Port Contractors.

Abstract E.

GENERAL EXPENSES—Increase £4,978.

The main increases are in respect of Management Expenses, an additional £1,967 being required for staff, relieving allowances, promotions, increments and passages as well as for printing expenses, stores charges, £700, to enable increased stores transactions to be dealt with, and £1,575 in respect of special publicity purposes, including the Johannesburg Office, for which provision was not made in the 1937 Estimates, and the Empire Exhibition, Scotland, 1938. Extra requirements in respect of furniture, coupled with the enhanced cost, necessitate an increase of £250.

Abstract F.

STEAMER SERVICES—Increase £3,977.

The increase of £3,977 is due mainly to necessary increased maintenance of vessels and machinery and the reconditioning of the S.W. Stanley, which vessel is required to be put into commission to meet additional passenger traffic demands. An increase in operating expenditure is provided for to meet anticipated requirements and to enable vessels to be properly equipped.

Abstract G.

MOTOR SERVICES—Decrease £235.

A small decrease in respect of maintenance stores is anticipated.

MISCELLANEOUS EXPENDITURE—Increase £27,930.

Abstract H.

An increase of £4,500 is required owing to the extension of the scope of the Provident Fund enabling a larger number of the African staff to become contributors. The contribution towards the reserve for Pension liabilities, previously provided for in the Net Revenue and Combined Net Revenue Appropriation Accounts, has been transferred to this Abstract and accounts for an increase of £19,456. New Pensions and Gratuities necessitate an addition of £1,654. Bank charges in respect of the Administration's transfers of cash overseas are anticipated to cost an additional £1,000, whilst an additional £200 is expected to be required for medical services. An increase of £1,125 in respect of municipal rates is anticipated owing to the Administration having to meet rates at centres at which municipal rating was not previously imposed.

RENEWALS CONTRIBUTION—Decrease £2,119.

A small decrease on the 1937 contribution is anticipated.

TOTAL WORKING EXPENDITURE—Increase £148,385.

The total estimated working expenditure (including contributions to the Renewals Funds) of £1,729,597 is £146,266 over the 1937 Estimate and represents 67.5 per cent of the estimated revenue as compared with 64 per cent in the 1937 Estimate. The estimated Ordinary Working Expenditure (i.e. exclusive of contributions to the Renewals Funds) is £148,385 above the 1937 Estimate and represents 53.85 per cent of the estimated revenue, as compared with 49.76 per cent of the 1937 Revenue Estimates.

5. NET REVENUE ACCOUNT

There is an increase of £19,769 in Loan Fund charges, details of the 1938 and 1937 Estimates being:—

	1938.	1937.	
	£	£	£
Interest Charges	543,205	526,981	+ 16,224
Redemption Charges	105,716	102,171	+ 3,545
Total	£648,921	£629,152	+ £19,769

The increase is due to the decision to abolish Government guarantees in respect of losses on Branch Lines.

A sum of £10,000 has been included to meet the anticipated cost of the write-off of dead assets, £2,000 to cover the value of obsolete stores which may require to be written off, and £5,000 to meet the estimated cost of the demolition and transfer of assets.

In addition to the balance of £832,703 transferred from the Revenue Account, revenue to the extent of £120,000 is anticipated in respect of Interest on Cash Balances, Investments and Advances, whilst the anticipated yield from released and retrieved material from assets which may be withdrawn is estimated to be £2,000.

The estimated surplus to be carried to the Combined Net Revenue Appropriation Account is £288,782, as compared with a surplus of £307,582 in the 1937 Estimates, a decrease of £18,800.

HARBOURS SERVICES

Renewals Contribution.

Total Working Expenditure.

Net Revenue Account.

Harbours Services.

6. The estimated Revenue of £474,575 reflects an increase of £40,575 over the 1937 Estimate.

Ordinary Working Expenditure is estimated at £188,650, being made up of and comparing with the 1937 Estimates as follows:—

	1938.	1937.	
	£	£	£
Departmental Expenditure	111,490	99,243	+ 12,247
Payments to Contractors (Shore Handling and Lighterage)	77,160	76,955	+ 205
Total	£188,650	£176,198	+ £12,452

The increase in departmental expenditure is due to additional staff necessitated by the heavy increase of tonnage of cargo, as well as to deal with traffic through the Magadi Works which were acquired by the Administration during 1937, and increased maintenance of equipment, particularly in connexion with shore plant. Additional provision for crane staff to cope with increased traffic and to man new additional cranes, as well as additional power, enhanced cost of fuel for locomotive purposes, and increased lighting demands, also has had to be made.

Increases are also necessary to meet Provident Fund and Pension liabilities.

The payments to Contractors, although showing a small increase over the 1937 Estimate, include payments for services (now included in the Port Tariff) which, up to the 30th June, 1937, were carried out by the Contractors in their private capacity.

Net Revenue Account.

7. NET REVENUE ACCOUNT

Loan Fund charges amount to:—

	£	£
Interest	183,719	
Redemption	35,475	
		219,194
Provision has been made for—		
Write-down of Stores Stocks		100
		£219,294

In addition to the balance of £256,879 transferred from Revenue Account, an amount of £400 in respect of the estimated interest on the Stamp Duty Reserve Fund has been included, making the total

the total	257,279
Leaving an estimated surplus of	£37,985
as compared with the surplus of shown in the 1937 Estimates.	£11,587

Combined Net Revenue Appropriation Account, Railways and Harbours.

8. COMBINED NET REVENUE APPROPRIATION ACCOUNT

The balances transferred to this Account from the Net Revenue Accounts of the Railways and Harbours are:—

	£	£
Railways—Surplus	288,782	
Harbours—Surplus	37,985	
		326,767
Less Reserve for Depreciation of Investments		20,000
Net Surplus to be transferred to Betterment Funds and Reserve Accounts		£306,767

9. EXPENDITURE FROM RENEWALS, BETTERMENT AND LOAN FUNDS

Abstract L shows the expenditure contemplated on works in progress and proposed from Renewals, Betterment, etc., Funds—Railways, Road, and Marine Services.

Abstract M shows similar anticipated expenditure in connexion with Harbour Services.

10. Appendix I reflects the estimated position of the Renewals and Betterment Funds and Capital and Reserve Accounts at 31st December, 1938.

Appendices II and III detail the Loan Interest and Sinking Fund Charges.

Appendix IV gives in detail the Pensions chargeable against the Revenue of the Administration.

Appendix V gives particulars of the items which appear in the various Abstracts under "Miscellaneous Expenses."

Appendices VI to IX contain details of the Administration's Wasting Assets.

Abstracts L and M, and Appendices.

G. D. RHODES,
General Manager.

Nairobi,

1st November, 1937.

KENYA AND UGANDA RAILWAYS AND HARBOURS

COMBINED NET REVENUE APPROPRIATION ACCOUNT

	£	£
Reserve for Depreciation of Investments	20,000	288,782
Retirement of Railways	100,000	37,985
Settlement Fund Harbours	37,985	168,782
Balance Unallocated	168,782	236,767
		<u>236,767</u>
	Balance from Net Revenue Account (Railways)	288,782
	Balance from Net Revenue Account (Harbours)	37,985

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1939
RAILWAYS—REVENUE ACCOUNT

Expenditure	Amount	1937		1938		1939		Earnings	1937		1938		1939	
		£	Decrease	£	Increase	£	Decrease		£	Increase	£	Decrease	£	Increase	£	Decrease
Engineering Expenses	A	241,555		215,764	25,791	202,765	38,789	Passengers	130,200	176,300	46,100			
Locomotive Running Expenses	B	372,078		283,214	88,864	270,911	101,167	Parcels and Luggage	37,000	29,930	7,070			
Maintenance of Engines and Rolling Stock	C	202,765		215,156	12,391	103,178	91,977	Live Stock	18,500	23,000	4,500			
Traffic Expenses	D	270,911		262,440	8,471	74,126	196,785	Goods	2,234,000	2,275,400	41,400			
General Charges	E	103,178		88,200	14,978	11,589	91,589	Telegraphs	1,365	1,600	235			
Steamer Services	F	74,126		70,149	3,977	102,563	27,437	Miscellaneous	53,500	56,070	2,570			
Motor Services	G	11,589		11,854	265									
Miscellaneous Expenditure	H	102,563		74,653	27,910									
Total Ordinary Working Expenditure	J	1,379,765		1,271,380	108,385									
Renewals Contribution		349,632		351,951	2,319									
Total		1,729,597		1,563,331	166,266									
Balance Net Earnings carried to Net Revenue Account		832,703		861,234	28,531			TOTAL	2,474,565	2,562,300	87,735			
TOTAL	£	2,562,300		2,474,565	87,735									

RAILWAYS—NET REVENUE ACCOUNT

	£	£
Loan Interest Charges	543,205	832,703
Loan Redemption Charges	105,716	120,000
Write-off of Dead Assets	10,000	2,000
Write-down of Stores Stocks on account of Obsolescence and Depreciation	2,000	5,000
Demolition and Transfer of Assets	5,000	288,782
Balance transferred to Combined Net Revenue Appropriation Account	288,782	
TOTAL	£ 954,703	£ 954,703
Balance from Revenue Account (Railways)	832,703	
Interest on Cash Balances, Investments and Advances	120,000	
Released and Retrieved Material	2,000	

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1938

HARBOURS—REVENUE ACCOUNT

EXPENDITURE	1938		1937		EARNINGS	1938		1937		De-crease
	£	In-crease	£	In-crease		£	In-crease	£	In-crease	
Engineering Expenses	19,940		20,079		1. Imports—					
Marine Working	16,927		15,645	482	(i) General Cargo, 270,000 tons	70,000	65,000	5,000		
Maintenance of Mechanical Plant	11,405		9,131	2,274	(ii) Wharfrage and Light- erage	54,000	50,000	4,000		
Shore Working	34,473		29,609	4,864	(iii) Coal (including Administra- tion's Coal) 103,600 tons:					
General Charges	19,665		16,934	2,731	(a) Wharfrage and Way- leaves	5,120	4,000	1,120		
Miscellaneous Expenditure	10,080		7,955	2,125	(b) Handling and Light- erage	11,425	11,495	(70)		
Departmental Expenditure	111,490		98,248	12,242	(iv) Bunker and Bulk Oils	15,000	15,000			
Payments to Shore Handling and Lighterage Contractors	77,160		76,955	195	2. Exports—					
Primary Working Ex- penditure	188,650		176,198	12,452	(i) General Cargo, 600,000 tons					
Repairs Contribution	29,046		27,885	1,161	(ii) Lighterage	183,717	172,750	10,967		
Total	217,696		204,083	13,613	(iii) Bunker Coal, 3,000 tons					
Balance Net Earnings carried to Net Revenue Account..	256,879		229,917	26,962	Wharfrage, Wayleave, Handling and Light- erage	263	263			
TOTAL	£ 474,575	494,000	449,575	44,425	(iv) Bunker and Bulk Oils	1,250	1,250			
					Wharfrage	73,800	73,000	800		
					3. Marine Charges, etc.	24,000	53,000	29,000		
					4. Bunkers and Storage Charges	36,000	7,000	29,000		
					5. Miscellaneous Charges					
					TOTAL	£ 474,575	494,000	40,575		

HARBOURS—NET REVENUE ACCOUNT

Loan Interest Charges	183,719		183,719		Balance from Revenue Account (Harbours)..	256,879
Loan Redemption Charges	39,475		39,475		Interest on Stamp Duty Reserve Fund	400
Write-down of Stores Stocks on account of Obsolescence and Depreciation	100		100			
Balance carried to Combined Net Revenue Appropriation Account	27,985		27,985			

RAILWAYS ESTIMATES
1938

ABSTRACT "A" ENGINEERING EXPENSES

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1A—CHIEF ENGINEER'S HEADQUARTERS STAFF—								
(1) Administrative and Engineering—								
(a) Chief Engineer	1,600	1	800	1	1,600	..	800	} Half salary charged to Abstract E.II.
Pensionable Allowance	150	..	75	..	150	..	75	
(b) Assistant Chief Engineer	1,250	1	1,250	1	1,250	..	..
(c) Salary of Relieving Officer .. .. .	..	2	2,125	2	3,000	..	875	
(d) Miscellaneous Expenses (see Appendix V) .. .. .	..	..	603	..	887	..	199	
Deduct Contribution from Port .. .. .	..	..	60	..	169	..	109	
Total 1A (1) .. .. .	..	2	2,873	2	4,056	..	1,183	
(2) Technical Office—	..	..	187	..	185	..	12	
(a) Chief Draughtsman	840 by 40 to 920	1	920	1	920	..	..	Transferred from Abstract A.I B (1). (Full-year for two allowed).
(b) Cadet Engineers	350	2	700	..	..	700	..	One additional post.
(c) Senior Draughtsmen (Engineering)	480 by 20 to 600	3	1,700	2	1,200	500	..	Normal increment.
(d) " " (Architectural)	480 by 20 to 600	1	600	1	600	..	..	Promotion, from Learner Draughtsman.
(e) " " (Land Survey)	480 by 20 to 600	1	540	1	520	20	..	See Item (f)
(f) Junior Draughtsman, Class I	390 by 18 to 480	1	300	..	..	300	..	
" " Class II	300 by 18 to 372	..	..	..	..	..	..
(g) Learner Draughtsman	180 by 12 to 240	..	..	1	239	..	239	
Carried forward .. .. .	..	9	4,760	6	3,478	1,281	..	

* Pensionable Post.

ABSTRACT "A" ENGINEERING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
<i>Brought forward</i>							
1B.—District Staff—Contd.							
(1) Administrative and Engineering—Contd.							
(c) Cadet Engineers		13	9,438	13	9,443	£ 4	
(f) Motor Trolley Drivers, Trolleyman and Chainmen	350			2	356	350	Transferred to Abstract A. Ia (2).
			152		675	77	Estimated requirements.
(g) Miscellaneous Expenses (see Appendix V)		13	10,191	15	10,488	277	Estimated requirements.
Add Contribution to Port			1,183		947	236	
Deduct Port Contribution to cover Leave Allowances		13	11,374	15	11,435	41	
			373		439	66	
Total 1B (1) ..		13	11,747	15	11,858	107	
			108		98	13	
		13	11,641	15	11,761	120	
(2) Technical Office—							
(a) Surveyors (Asian) Class I	Sh. per mensem	2	720	3	1,080	360	One transferred to Abstract A. Ia (2).
(b) " " " " Class II	500 by 25 to 600	1	300	1	309	9	Normal increments and three additional posts to meet actual requirements.
(c) " " " " Class III	350 by 25 to 600	5	504	2	180	324	Normal increments and requirements for additional surveyors.
(d) Chainmen	150 by 15 to 340		391		273	118	Estimated requirements.
(e) Miscellaneous Expenses (see Appendix V)		8	1,915	6	1,833	82	
			389		366	23	
Add Contribution to Port		8	2,304	6	2,168	105	
			119		138	19	
Deduct Port Contribution to cover Leave Allowances		8	2,423	6	2,337	86	
			14		12	2	
Total 1B (2) ..		8	2,409	6	2,325	84	

DETAILS

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
1C.—District Staff—Contd.							
(3) Clerical Offices—							
(a) Office Superintendent	500 by 20 to 600	1	600	1	600		
(b) Senior Clerk	500 by 30 to 540	1	540	1	540		
(c) Clerk, Class I	420 by 30 to 480	1	423	1	423	239	Seven-twelfth salary charged to Abstract A. Ia (3).
(d) Clerks, Class II	315 by 15 to 405	4	1,494	2	835	659	Normal increments, one promotion from Class III and one transferred from Abstract A. Ia (3).
(e) Clerk, Class III	240 by 15 to 300		755	1	300	300	See Item (d).
(f) Shorthand Typists	144 by 12 to 240	4	755	3	575	180	Normal increments and one additional post.
(g) Senior Clerk (Asian) Special Grade	Sh. per mensem		336	1	318	18	Normal increments.
(h) Clerks (Asian) Class I	500 upwards	1	1,718	6	1,526	192	One transferred from Abstract A. Ia (3).
(i) " " " " Class II	410 by 20 to 430	7	1,752	3	648	1,104	Normal increments plus five promotions from Class III.
(j) " " " " Class III	380 by 20 to 400	8	1,752	3	648	1,104	See previous item and one transferred to Abstract A. Ia (2), Item (9).
(k) " " " " Class IV	310 by 20 to 350		1,521	7	1,185	336	Normal increments and two promotions from Class V.
(l) " " " " Class V	250 by 15 to 285	9	1,453	14	1,631	178	Normal increments less two promotions to Class V.
(m) Clerks (African) Special Class	105 by 15 to 240	12	1,453	14	1,631	178	Normal increments.
(n) " " " " Class I	95 to 150	1	108	1	108		Normal increment plus one additional post.
(o) " " " " Class II	65 to 90	5	383	5	384	9	Normal increments.
(p) Messengers and Office Boys		4	224	3	176	48	Estimated requirements.
(g) Miscellaneous Expenses (see Appendix V)		57	11,148	55	10,524	624	
			362		278	84	
Add Contribution to Port		57	11,510	55	10,802	708	
			647		754	107	
Deduct Port Contribution to cover Leave Allowances		57	12,157	55	11,556	601	
			124		104	20	
Total 1C (3) ..		57	12,033	55	11,452	581	

DETAILS	Scale £	ESTIMATE, 1938		ESTIMATE, 1937		Increase £	Decrease £	EXPLANATION
		No.	£	No.	£			
1B—DISTRICT STAFF—Contd.								
(4) <i>Subordinate Supervision of Works—</i>								
(a) Inspectors of Works, Class I	560 by 20 to 600	1	684	3	1,800	434		Five-twelfths salary of one post charged to Port
(b) Inspectors of Works, Class II	480 by 20 to 540	2	1,040	1	540	500		One additional post.
(c) Inspectors of Works, Class III	390 by 18 to 462	3	1,471	3	1,364	107		Normal increments and one additional post.
(d) Sanitary Inspectors	480 by 20 to 540	2	1,060	2	1,020	40		seven-twelfths salary of one charged to Port.
(e) Landro Overseers	390 by 18 to 480	3	1,466	3	874	192		Normal increments.
(f) Overseers (Asian) Class I	Sh. per mensem 450 by 25 to 550	3	960	3	968	22		Normal increments.
(g) Overseers (Asian) Class II	350 by 25 to 425	1	210	1	210			Normal increments and three additional posts due to Revenue Works Programme.
(h) Sub-Overseer (Asian)	250 by 15 to 295	12	2,193	9	1,607	586		New posts for African locations where no European supervision exists.
(i) Location Overseers (African)	300 by 15 to 330	4	300			300		Transferred from Port.
(j) Timekeepers (African) Class I	95 to 150	1	90			90		Normal increments and four additional posts due to Revenue Works Programme.
(k) " " " " Class II	65 to 90	9	400	5	226	174		Estimated requirements.
(l) Trolleyman and Motor Drivers	20 to 60	2	72	2	72			Estimated requirements.
(m) " " " " " " Class III			651		528	123		
(n) Miscellaneous Expenses (see Appendix V)		46	11,777	32	9,209	2,568		
Acc Contribution to Port			962		886	16		
Deduct Port Contribution to cover Leave Allowances		46	12,679	32	10,095	2,584		
Total 1b (4) ..			782		995	213		
		46	13,461	32	11,090	2,371		
			162		181			
		46	13,299	32	10,959	2,360		

*Attached to post of Inspector of Works, Class I, Nairobi.

DETAILS	Scale £	ESTIMATE, 1938		ESTIMATE, 1937		Increase £	Decrease £	EXPLANATION
		No.	£	No.	£			
1B—DISTRICT STAFF—Contd.								
(5) <i>Subordinate Supervision of Track—</i>								
(a) Permanent Way Inspectors, Class I	560 by 20 to 600	2	1,120	7	4,105	1,120		Two promotions from Class II.
(b) Permanent Way Inspectors, Class II	480 by 20 to 540	6	3,185					See previous item. Normal increments and one promotion from Class III.
(c) " " " " " " Class III	390 by 18 to 462	6	2,764	7	2,878			See previous item.
(d) " " " " " " Class IV	300 by 18 to 372	3	1,116	3	1,098	18		Normal increments.
(e) European Sub-Permanent Way Inspectors	180 by 12 to 240	8	1,715	8	1,620	95		Normal increments.
(f) Apprentice Permanent Way Inspectors	48 to 120	4	400	5	441			Reduction of one post.
(g) Permanent Way Inspector (Asian) Class I	Sh. per mensem 500 by 25 to 600	1	360	1	360			Normal increments.
(h) " " " " " " Class II	400 by 25 to 500	3	827	3	783	44		One post transferred to Class II. Two posts not required for 1938.
(i) Sub-Permanent Way Inspectors (Asian) Class I	310 by 20 to 350	4	837	7	1,401	812		Normal increments. One post transferred from Class I; four promotions from Class III.
(j) Sub-Permanent Way Inspectors (Asian) Class II	250 by 15 to 295	8	1,343	3	531			Normal increments. Four promotions to Class II and three posts not required.
(k) Sub-Permanent Way Inspectors (Asian) Class III	150 by 15 to 240	14	1,555	21	2,287			Normal increments plus two additional posts.
Learner Sub-Permanent Way Inspectors (Asian)	40 by 10 to 80	10	458	8	365	93		Normal increments and four promotions from Class II.
(m) Sub-Permanent Way Inspectors (African) Class I	95 to 150	18	1,322	14	1,040	282		See previous item.
(n) " " " " " " Class II	65 to 90	10	462	14	684			Four additional for training.
(o) Learner Sub-Permanent Way Inspectors (African)	20 to 60	9	201	5	134	67		Normal increment.
(p) Timekeepers (African) Class I	95 to 150	2	120	2	117	3		Normal increments and three promotions from Class III.
(q) " " " " " " Class II	65 to 90	22	981	19	793	188		See previous item.
(r) " " " " " " Class III	20 to 60	2	72	5	180			
Carried forward		132	16,838	132	18,817	21		

ABSTRACT "A" ENGINEERING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>	£							
IB—DISTRICT STAFF—Contd.	..	132	18,838	132	18,817	21	..	
(5) Subordinate Supervision of Track—Contd.	..							
(6) Trolley-men	3,068	..	2,821	247	..	Estimated requirements.
(4) Miscellaneous Expenses (see Appendix V)	..	132	21,906	132	21,638	268	..	
	1,575	..	1,844	..	269	
Add Contribution to Port	..	132	23,461	132	23,462	..	1	
	385	..	377	8	..	
Deduct Port Contribution to cover Leave Allowances	..	132	23,866	132	23,859	7	..	
	104	..	103	..	1	
Total Ia (5)	132	23,762	132	23,756	6	..	
Total Ib	256	63,144	240	60,283	2,911	..	
Total I	292	79,498	270	75,519	3,979	..	
II—MAINTENANCE AND RENEWALS OF PERMANENT WAY—								
(a) (1) Maintenance Gangs	47,583	..	41,268	6,295	..	
(2) Artisans and Mates	3,701	..	3,309	392	..	
(b) (1) Permanent Way Materials	3,856	..	3,771	85	..	
(2) Consumable Stores	842	..	714	128	..	
(3) Track Tools	2,180	..	1,741	439	..	
(c) Ballasting	1,112	..	2,271	..	1,159	Estimated requirements, including provision for increased labour and ration costs.
(d) Repairs to Formation	4,720	..	3,626	1,094	..	
Total II	63,964	..	56,690	7,274	..	

ABSTRACT "A" ENGINEERING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—	£							
(a) Repairs	1,220	..	988	232	..	
(b) Parting	2,600	..	2,412	188	..	Increase in cost of materials.
Total III	3,820	..	3,400	420	..	
IV—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—								
(a) Station Buildings and Workshops	7,700	..	6,794	906	..	Normal requirements plus overdue maintenance.
(b) Station Machinery	2,040	..	2,433	..	393	Estimated requirements.
(c) Staff Quarters	25,850	..	21,188	4,662	..	Normal requirements plus overdue maintenance.
(d) Water Supply Installations	2,290	..	2,327	..	37	Estimated requirements.
(e) Roads and Platforms, Drainage and Fencing	8,900	..	3,775	5,125	..	Improvements to level crossings, improved maintenance of station roads, etc., and increased cost of labour and materials.
(f) Inland Piers and Docks	1,110	..	530	280	..	Increased cost of labour and materials.
(g) Sewerage Works	510	..	1,505	..	995	See Abstract A. VI (d).
(h) Maintenance of Godown Areas	660	..	645	15	..	Estimated requirements.
Total IV	49,060	..	39,497	9,563	..	
V—TELEGRAPHS AND TELEPHONES								
	8,300	..	8,300	..	..

ABSTRACT "A" ENGINEERING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
VI—MISCELLANEOUS SERVICES—							
(a) Bush Clearing and Health Measures	£		5,976		5,053	917	Increase in cost of rations and wages.
(b) Tools and Plant	..		6,705		3,201	3,504	Essential renewals and increased cost of materials.
(c) Fire-fighting Appliances	..		125		128	3	
(d) Conservancy	..		6,576		4,120	2,456	See Abstract A. IV (g).
(e) Water Supplies	..		5,457		6,630	1,173	Estimated requirements.
(f) Insurance of Motor Vehicles	..		60		60	..	
Total VI	..		23,283		19,157	4,106	
VII—NEW MIXER WORK							
(a) Additions	..				7,400	900	Actual requirements.
(b) Alterations and Improvements	..		6,500		600	1,000	
(c) Demolitions	..		500		8,000	1,000	
Total VII	..		500		500	..	
VIII—CONTINGENCIES FOR FLOODS AND ACCIDENTS							
IX—PASSAGES	..		5,320		3,921	1,399	Estimated requirements.
X—PRINTING AND STATIONERY	..		800		750	50	Estimated requirements.
TOTAL ABSTRACT "A"	..	292	241,555	270	215,764	25,791	

ABSTRACT "B" LOCOMOTIVE RUNNING EXPENSES

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
I (a) SUPERINTENDENCE—							
*1. Locomotive Superintendent	£ 950 by 50 to 1,150	1	800	1	1,150	350	Part salary charged to Abstract C.I. (a) 6.
*2. Dist. Loco. Superintendent, Class I	720 by 30 to 840	1	840	1	821	19	Normal increment.
*3. Dist. Loco. Superintendent, Class II	600 by 30 to 720	1	480	1	480	..	One-third charged to Abstract C.I. (Harbours).
*4. Asst. Loco. Superintendents	{ 480 by 20 to 600 600 by 30 to 720	3	1,945	1	696	1,249	{ One additional post and one promotion from Item 6.
5. Loco. Instructor, Class I.	560 by 20 to 600	1	580	2	1,220	640	Reduction of one post.
6. Inspectors, Class I	560 by 20 to 600	3	1,695	2	1,200	495	Two promotions from Item 7 and one promotion to Item 4.
7. Inspectors, Class II	480 by 20 to 540	4	2,040	5	2,620	580	Two promotions to Item 6, and one promotion from Item 8.
8. Inspectors, Class III	390 by 18 to 462	4	1,649	2	879	770	Three promotions against reductions in other grades and one promotion to Item 7.
9. Salaries of Relieving Officers	..	..	450	..	295	155	See Abstract C.II. (b) 1.
10. Miscellaneous Expenses (see Appendix V)	..	..	1,255	..	1,325	70	Estimated requirements.
Contribution towards Abstract C.I.a	..	18	11,734	15	10,686	1,048	See Abstract C.I. (a).
Deduct Port Contribution	..	..	1,297	..	1,115	182	
Total I (a)	..	18	13,031	15	11,801	1,230	
I—(b) OFFICES—							
1. Contribution towards Abstract C.I. (c) joint clerical office of the Running and Maintenance (Rolling Stock) Departments	..	..	34	..	34	..	
2. Miscellaneous Expenses (see Appendix V)	..	..	620	..	480	140	The personnel of the joint office is detailed under Abstract C.I. (c). Items 4 to 24.
Deduct Port Contribution	..	..	6,941	..	6,277	664	Estimated requirements.
Total I (b)	..	..	34	..	34	..	
Total I	..	18	19,904	15	18,010	1,894	

ABSTRACT "B" LOCOMOTIVE RUNNING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease		EXPLANATION
		No.	£	No.	£	£	£	
II—LOCOMOTIVE RUNNING SHED STAFF— (a) Senior Firemen	£ 480 by 20 to 600	1	398	1	385	13	..	Normal increments, One-third charged to Abstract C.I. (b) 6. One additional post. One-third charged to Abstract C.I. (b). Normal increment. One-third charged to Ab- C.I. (b) 7.
(b) Foremen	{ 444 by 18 to 480 480 by 20 to 540 444 by 18 to 480	7	2,498	7	2,470	28	..	
(c) Firemen Class II	..	1	296	..	..	296	..
(d) Apprentices Class I	300 by 18 to 420	2	534	2	522	12	..	
(e) Clerks (Asian) Class II	Sh. per mensem	1	152	1	144	8	..	Normal increment. One-third charged to Abstract C.I. (c). Two posts transferred to Abstract C.I. (c). 19. One-third charged to Abstract C.I. (c). One additional post. One-third charged to Abstract C.I. (c). See Abstract B. IV.
(f) " " Class III	360 by 20 to 400	1	140	1	140	..	..
(g) " " Class IV	310 by 20 to 350	6	629	9	947	..	178	
(h) " " Class V	250 by 15 to 295	1	140	..	..	..	..
(i) " " (African) Class II	105 by 15 to 240	4	97	3	63	34	..	
(j) " " Class III	65 to 90	..	133	..	..	133	..
(k) Salary of Relieving Officer	20 to 60	..	50	..	50	..	..
(l) Miscellaneous Expenses (see Appendix V)	..	..	..	..	..	..	..
Deduct Port Contribution	..	24	5,067	24	4,721	346	..	Estimated requirements. Estimated requirements.
Total II	..	..	153	..	163	..	..
III—FUELLING, CLEANING AND CARE OF ENGINES— (a) Labour	..	24	4,914	24	4,568	346	..	Estimated requirements. Estimated requirements.
(b) Stores	..	..	6,443	..	6,978	..	535
Deduct Port Contribution	1,128	..	1,059	69	..	Estimated requirements. Estimated requirements.
Total III	..	..	7,571	..	8,037	..	466
	147	..	147	Estimated requirements. Estimated requirements.
	..	..	7,424	..	7,890	..	466

ABSTRACT "B" LOCOMOTIVE RUNNING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease		EXPLANATION
		No.	£	No.	£	£	£	
IV—LOCOMOTIVE RUNNING STAFF— (a) Drivers	£ 240 by 18 to 300	45	13,105	45	13,535	..	230	Part salary of one post charged to B. II (k) and Abstract C.I. (b) 8. Changes in holders of posts.
(b) Firemen, Class I (Passed Firemen)	172 by 12 to 220	23	4,776	23	4,774	..	..
(c) Firemen, Class II	100 by 12 to 160	18	2,468	18	2,462	..	..
(d) Drivers, "A" Class, Asian	Sh. per mensem	19	3,847	19	3,971	..	124	Changes in holders of posts. Changes in holders of posts. Additional posts to meet requirements " " " " " " " " " " " " " " " " " " Estimated requirements.
(e) " " " " " " " "	{ 250 by 15 to 350 365 by 25 to 450 150 by 15 to 230 160 by 15 to 230	14	1,681	14	1,754	..	..
(f) " " " " " " " "	65 to 80	2	276	2	276	..	..
(g) " " " " " " " "	100 by 10 to 145	6	258	4	170	88	..	
(h) Firemen, "B" Class, African	60 by 10 to 90	25	1,814	17	1,330	484	..	
(i) " " " " " " " "	45 to 60	75	2,470	65	2,160	310	..	
(j) " " " " " " " "	20 to 40	158	2,750	145	2,650	100	..	
(k) " " " " " " " "	15 to 20	206	2,425	185	2,340	85	..	
(l) " " " " " " " "	..	..	75	..	35	40	..
(m) Miscellaneous Expenses (see Appendix V)	..	..	..	..	..	..	..
Deduct Port Contribution	..	603	36,847	555	36,167	680	..	Estimated requirements. Estimated requirements.
Total IV	..	..	113	..	113	..	..
V—RUNNING ALLOWANCES AND OVERTIME— (a) Mileage Allowances	32,216	..	34,863	..	2,647	Estimated requirements. " " " " " " " " " " " "
(b) Stabling Allowances	..	..	550	..	567	..	17
(c) Overtime	..	..	5,000	..	5,341	..	341
Deduct Port Contribution	37,766	..	40,771	..	3,005	Estimated requirements. Estimated requirements.
Total V	119	..	119	
	37,647	..	40,652	..	3,005	..

ABSTRACT "B" LOCOMOTIVE RUNNING EXPENSES—(Contd.)

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DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase Decrease	EXPLANATION
		No.	£	No.	£		
VI—RUNNING ROOMS—	£						
(a) Staff		1,012		1,000	12	Estimated requirements.
(b) Stores and Equipment		1,190		1,100	90	"
Deduct Contribution from Abstract D. IV		2,202		2,100	102	"
Total VI		734		700	34	"
VII—FUEL—			1,458		1,400	58	"
(a) Coal		192,500		100,752	81,748	} Increased cost of fuel.
(b) Wood		60,000		40,761	19,239	
(c) Oil		1,800		2,133	333	} Estimated requirements.
Deduct Port Contribution		244,306		152,546	91,854	
Total VII		4,248		2,296	1,952	"
VIII—WATER—			240,052		150,350	89,702	"
(a) Water Machinery (Staff Wages)		1,700		1,700		Estimated requirements.
(b) Water Machinery (Fuel and Stores)		6,500		7,000	500	"
(c) Purchase of Water		6,000		5,400	600	"
Deduct Port Contribution		14,200		14,100	100	"
Total VIII		266		266		"
	..		13,934		13,834	100	"

ABSTRACT "B" LOCOMOTIVE RUNNING EXPENSES—(Contd.)

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DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase Decrease	EXPLANATION
		No.	£	No.	£		
IX—RUNNING STORES, ETC.—	£						
(a) Running Stores (other than Fuel and Water)		5,290		5,400	200	Estimated requirements.
Deduct Port Contribution		514		514		
(b) Engine Tools and Plant		4,686		4,886	200	"
Total IX		1,200		1,200		"
X—FIRE FIGHTING APPLIANCES AT SHEDS		5,886		6,086	200	"
XI—PRINTING AND STATIONERY—	..		100		100		"
XII—PASSAGES—	..		600		600		"
XIII—ADVERTISING		3,000		3,500	500	"
XIV—NEW MINOR WORKS—	..		20		20		"
Additional Assets		395		150	245	"
TOTAL ABSTRACT "B"		645		594	283,214	88,864

ABSTRACT "C" MAINTENANCE OF ENGINES AND ROLLING STOCK

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
I—(a) GENERAL SUPERINTENDENCE—							
*1. Chief Mechanical Engineer	1,500	1	1,500	1	1,500	..	Normal increment.
*2. Works Superintendent	950 by 50 to 1,150	1	1,000	1	940	50	Additional post.
3. Assistant Works Superintendent	600 by 30 to 720	1	600	1	600	..	Normal increment.
*4. Assistant Accountant	600 by 30 to 720	1	660	1	630	30	..
*5. Chief Locomotive Draughtsman	600 by 30 to 720	1	720	1	720	..	..
6. Salary of Relieving Officer	..	..	350	..	350	..	..
7. Miscellaneous Expenses (see Appendix V)	..	..	259	..	340	81	Estimated requirements. See Abstract B. I. (a).
Deduct Abstract "B" Contribution	..	5	5,089	4	4,140	949	..
Total I (a)	..	5	3,792	4	3,025	767	See Abstract B. I. (a).
I—(b) SUPERINTENDENCE—							
1. Inspectors, Class I	560 by 20 to 600	1	600	1	600	..	Normal increments and personal allowances to two Senior Foremen.
2. Inspectors, Class II	480 by 20 to 540	2	1,080	2	1,080	..	Normal increments.
3. Senior Foremen	480 by 20 to 600	4	2,500	4	2,380	120	Normal increments.
4. Foremen, Class I	500 by 20 to 540	14	7,467	14	7,111	356	..
5. Foremen, Class II	444 by 18 to 480	8	3,696	8	3,552	144	..
6. Proportion of Salaries of Foremen (Abstract "B")	..	..	1,448	..	1,427	21	Two-thirds charged to Abstract B. II.
7. Proportion of Salaries of Artisans, Class I (Abstract "B")	..	..	267	..	261	6	..
8. Salaries of Relieving Officers	..	1	550	..	1,375	825	Estimated requirements.
9. Miscellaneous Expenses (see Appendix V)	..	..	850	..	680	170	..
Total I (b)	..	29	18,458	29	18,466	8	..

*Passionate Post.

ABSTRACT "C" MAINTENANCE OF ENGINES AND ROLLING STOCK—(Contd.)

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
I—(c) OTHER—							
1. Junior Draughtsmen, Class I	300 by 18 to 480	3	1,170	1	372	372	One additional post and two promotions.
2. Junior Draughtsman, Class II	300 by 18 to 372	..	..	1	580	580	One promotion to Item 1.
3. Office Superintendent	500 by 20 to 600	2	1,140	1	1,140	..	Post regraded to Item 4.
4. Senior Clerks, Special Grade	540 by 20 to 600	..	..	1	540	540	Post regraded from Item 3, and one promotion from Item 5.
5. Senior Clerks	500 by 20 to 540	2	920	2	900	20	One promotion to Item 4.
6. Clerks, Class I	420 by 30 to 480	3	1,080	3	1,080	..	Normal increments.
7. " " " II	315 by 18 to 405	3	1,080	3	300	300	Additional post.
8. " " " III	240 by 15 to 300	1	225	2	225	34	Normal increments.
9. " " " IV	180 by 15 to 225	2	328	2	294	34	Additional temporary post.
10. Junior Clerks	Up to 180	2	300	..	300	300	Normal increments.
11. Temporary Clerk	300 consolidated	1	340	1	340	..	Normal increments.
12. Short-hand-Typist (Special Grade)	250 by 18 to 340	1	340	..	340	..	Reduction of one post.
13. Short-hand-Typists	144 by 12 to 240	5	931	5	874	57	Two promotions from Item 16.
14. Senior Clerks (Asian) Special Grade	Sh. per mensem 500 upwards	2	780	3	1,140	360	Two promotions to Item 15.
15. Senior Clerks (Asian)	440 by 20 to 480	2	528	4	1,020	528	Normal increments.
16. Clerks (Asian) Class I	410 by 20 to 430	2	492	4	468	72	..
17. " " " II	360 by 20 to 400	2	480	3	606	606	..
18. " " " III	310 by 20 to 350	3	606	..	606	..	..
19. " " " IV	280 by 15 to 295	20	3,313	19	3,011	579	Two posts transferred from Abstract "B" and one additional post.
20. " " " V	105 by 15 to 240	2	277	2	48	32	Improved scale.
21. Learners (Asian)	40 to 80	2	80	2	48	32	..
22. Clerks (African) Class I	65 to 150	7	316	6	292	18	One additional post.
23. " " " II	20 to 60	11	185	11	176	9	Normal increments.
24. " " " III	10 to 30	2	27	..	27	..	Two additional posts.
25. Proportion of Salaries of Shed Clerks	..	..	578	..	648	70	Two-thirds charged to Abstract B. II.
26. Miscellaneous Expenses (see Appendix V)	..	..	476	..	335	141	..
Deduct Abstract "B" Contribution	..	76	14,866	67	12,949	1,917	See Abstract B. I. (b).
Total I (c)	..	76	8,545	67	7,552	1,303	..
Total I	..	110	30,795	100	28,643	2,152	..

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ABSTRACT "C" MAINTENANCE OF ENGINES AND ROLLING STOCK—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease		EXPLANATION
		No.	£	No.	£	£	£	
II—MAINTENANCE OF ENGINES—								
(a) Shop Repairs :—								
1. Charge-hands	300 by 18 to 420	13	4,725	11	3,310	1,415	..	Two additional posts, Part salary of three posts previously charged to Abstract C.I. (b).
2. Labour	17,740	..	19,202	1,462	..	Estimated requirements.
3. Materials	13,886	..	13,243	638	..	Estimated requirements.
(b) Running Repairs :—								
1. Labour	22,955	..	25,643	2,688	..	(Estimated requirements.
2. Materials	14,095	..	12,550	1,545	..	Part salary of two posts charged to Abstract B.I. (a).
Deduct Port Contribution								
Total II		13	73,401	11	73,953	552	..	Estimated requirements.
.. .. .		..	825	..	600	225	..	..
Total II		13	72,576	11	73,353	777	..	..
III—MAINTENANCE OF CARRIAGE STOCK—								
(a) Shop Repairs :—								
1. Charge-hands	300 by 18 to 420	8	3,060	8	2,775	285	..	Part salary of one post previously charged to Abstract C.I. (b) 8.
2. Labour	8,875	..	9,990	1,115	..	Estimated requirements.
3. Materials	9,765	..	14,025	4,260	..	Estimated requirements.
(b) Running Repairs :—								
1. Labour	4,613	..	4,491	122	..	Estimated requirements.
2. Materials	5,526	..	5,959	433	..	Estimated requirements.
Total III		8	31,839	8	37,240	5,401	..	..

ABSTRACT "C" MAINTENANCE OF ENGINES AND ROLLING STOCK—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase/Decrease		EXPLANATION
		No.	£	No.	£	£	£	
IV—MAINTENANCE OF GOODS STOCK—								
(a) Shop Repairs :—								
1. Charge-hands	300 by 18 to 420	1	420	2	499	79	..	One promotion to Abstract C.I. (c) 1.
2. Labour	10,144	..	13,656	3,512	..	Estimated requirements.
3. Materials	16,524	..	20,255	3,731	..	Estimated requirements.
(b) Running Repairs :—								
1. Labour	14,189	..	14,051	138	..	Estimated requirements.
2. Materials	9,459	..	9,516	57	..	Estimated requirements.
Deduct Port Contribution								
Total IV		1	50,736	2	57,977	7,241	..	..
.. .. .		..	500	..	500	..	..	..
Total IV		1	50,236	2	57,477	7,241	..	..
V—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—								
(a) Shop Repairs								
(b) Running Repairs	8,000	..	8,180	180	..	Estimated requirements.
(c) Fire Fighting Appliances	1,900	..	2,100	200	..	..
(d) Repair and internal examination of Stationary Boilers	280	..	250	30	..	..
(e) Maintenance of Water Pumps and Water Columns	200	..	300	100	..	..
(f) Electrical Maintenance (Line)	600	..	600	..	..	..
Total V .. .. .		..	11,195	..	11,430	235	..	Previously included in other maintenance heads.

ABSTRACT "C" MAINTENANCE OF ENGINES AND ROLLING STOCK—(Contd.)

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1937	Increase	Decrease	EXPLANATION
		No.	£				
VI—EUROPEAN APPRENTICES' HOSTEL	Expenditure £600. Receipts £500	100	100	100	100	..	Estimated requirements.
VII—AFRICAN APPRENTICES' HOSTEL	..	550	950	..	..	..	"
VIII—PAINTING AND STATIONERY	..	300	310	..	10	..	"
IX—DRAWING MATERIALS AND INSTRUMENTS	..	150	100	..	50	..	"
X—PASSAGES	..	3,090	3,500	..	500	..	"
XI—NEW MIXER WAGONS AND IMPROVEMENTS	..	1,033	1,041	..	8	..	"
(a) Additional Assets	..	991	312	..	679	..	"
(b) Alterations and Improvements to existing Assets	..	500	400	..	100	..	"
(c) Experimental work	..	100	400	..	300	..	"
(d) Dismantling and Demolition of Assets	"
Total XI	..	2,524	2,153	..	471	..	..
TOTAL ABSTRACT "C"	..	132	203,765	121	215,156	..	11,391

ABSTRACT "D" TRAFFIC EXPENSES

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937	Increase	Decrease	EXPLANATION
		No.	£					No.	£
I—(a) SUPERINTENDENCE—	£	..	..	..	..	..	..
*1. Superintendent of the Line	1,500	1	1,500	1	1,500	..	..
*2. Assistant Superintendent of the Line	1,250	1	1,250	1	1,250	..	..
*3. Assistant Superintendents, Class I	720 by 30 to 840	2	1,637	2	1,680	..	43
*4. District Traffic Superintendent, Class I	720 by 30 to 840	1	810	1	780	..	30
*5. District Traffic Superintendents, Class II	600 by 30 to 720	2	1,393	2	1,380	..	13
*6. Assistant District Traffic Superintendents	{ 480 by 20 to 600 600 by 30 to 720 480 by 20 to 600 }	2	1,287	2	1,275	..	12
*7. Assistant Traffic Superintendent	{ 600 by 20 to 720 600 by 30 to 720 }	1	646	1	616	..	30
8. Traffic Inspectors, Class I	560 by 20 to 600	2	1,120	4	2,140	..	1,020
9. Traffic Inspectors, Class II	480 by 20 to 540	3	1,500	2	960	..	540
10. Traffic Inspectors, Class III	390 by 18 to 462	1	390	..	390	..	..
11. Traffic Inspectors, Class I	560 by 20 to 600	1	600	1	580	..	20
12. Traffic Inspectors, Class II	420 by 20 to 540	1	540	1	540	..	..
13. Chief Train Controller	480 by 20 to 600	1	600	1	600	..	..
14. Train Controllers	390 by 18 to 480	4	1,830	3	1,440	..	390
15. Assistant Controller, Class II	240 by 15 to 300 Sh. per mensem.	1	90	1	90	..	..
16. Staff Car Driver (African)	..	1	138	1	132	..	6
17. Training School Instructor (African)	190 upwards	..	250	..	..	..	..
18. Contribution to Port	..	..	..	..	..	..	..
TOTAL I (a)	..	25	15,581	24	15,213	..	368
I—(b) Miscellaneous Expenses (see Appendix V)	..	..	972	..	900	..	72
Total I	..	25	16,553	24	16,113	..	440

ABSTRACT "D" TRAFFIC EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(a) OFFICES—								
1. Senior Clerks, "Special" Grade	540 by 20 to 600	3	1,700	1	560	£ 1,140	£	Two promotions from Item 2.
2. Senior Clerks	500 by 20 to 540	3	1,580	5	2,615	1,035		Two promotions to Item 1. Normal increments.
3. Clerks, Class I	420 by 20 to 480	4	1,838	4	1,780	58		Normal increments and changes in holders of two posts.
4. " " II	315 by 18 to 405	3	999	3	1,140	141		One promotion from Item 7 and one post transferred to Item D.I. (a), 14.
5. " " III	240 by 15 to 300	3	858	3	825	29		Normal increments.
6. " " IV	180 by 15 to 225	4	780	5	1,045	265		Changes in holders of posts. One post transferred to Item 8.
7. Shorthand Typist, "Special" Grade	250 by 18 to 340	7	1,126	1	304	391	304	See Item 4.
8. Shorthand Typists	144 by 12 to 240	1	250	4	735	485		One post transferred from Item 6. Two additional temporary appointments.
9. Typist, Class I	195 by 15 to 250	1	250	1	216	34	216	Post transferred to Abstract "E".
10. Telephonist, Class I	192 by 12 to 240	1	250	1	216	34	216	
11. Senior Clerks (Asian) Special Grade	Sh. per mensem	3	1,176	4	1,290	114	120	One post abolished and normal increments.
12. Clerks (Asian) Class I	500 upwards	7	1,866	7	1,782	84		Normal increments.
13. " " II	410 by 20 to 430	3	720	3	697	23		Normal increments.
14. " " III	360 by 20 to 400	7	1,458	7	1,391	67		Normal increments.
15. " " IV	310 by 20 to 350	14	2,361	18	2,758	397		Normal increments and two posts transferred from Item D., III (a) 28.
16. " " V	250 by 15 to 295	6	810	1	132	678	6	Over-estimated in 1937.
17. (African) Special Class	105 by 15 to 240	1	126	1	132	6		Normal increments.
18. " " Class I	85 to 150	8	582	8	570	12		One additional appointment.
19. " " Class II	65 to 90	15	213	14	211	2		Actual requirements—see reduction under Item (a).
20. " " Class III	20 to 60	6	696	6	600	96		Anticipated requirements.
21. Messengers and Office Boys, Grade II.	10 to 30	92	19,669	90	19,345	324		Post of telephonist transferred to Abstract "E".
22. Proportion of amount for Clerical Staff provided for under Abstract E	.. .. .	..	..	..	..	..	..
23. Contribution to Port	.. .. .	..	..	..	..	..	..
Total II (a)	.. .. .	92	19,669	90	19,345	324		
II.—(b) Miscellaneous Expenses (see Appendix V)	.. .. .	..	3,156	..	2,989	167		
Deduct .. .. .	.. .. .	92	22,825	90	22,334	491		
Total II	.. .. .	92	22,825	90	22,147	678		

ABSTRACT "D" TRAFFIC EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(a) STATION AND PIER STAFFS—								
1. Station Masters, Class I	£ 600 by 20 to 540	1	538	1	519	19		Normal increment. Scale extended.
2. " " II	540 by 20 to 600	3	1,380	2	946	420		One promotion from Item 3.
3. " " III	420 by 20 to 480	1	255	1	397	142	397	One promotion to Item 2.
4. Assistant Station Master, Class I	360 by 20 to 400	1	255	1	267	12		Change in holder of post.
5. Goods Agent, Class I	240 by 15 to 300	1	600	1	580	20		Normal increment and personal allowance.
6. Personal non-pensionable allowance	£ 480 by 20 to 600	2	840	2	840		58	Change in holder of post.
7. Assistant Goods Agents	300 by 18 to 420	1	120	1	178	58		Change in grade and increment.
8. Junior Clerks	Up to 180	1	500	1	480	20		Normal increments and changes in holders of posts.
9. Weighing Machine Inspector, Class II	480 by 20 to 540	1	500	1	480	20		Normal increments.
10. Traffic Apprentices	.. .. .	6	444	6	417	27		One promotion from Item 12 and normal increments. *Personal to present holders.
11. Senior Station Masters (Asian) Special Grade	Sh. per mensem	6	2,142	6	2,088	54		See Item 11. Normal increments and one promotion from Item 13.
12. Station Masters, Class I	500 upwards	9	2,385	8	2,112	273		Normal increments. See Item 12. One promotion from Item 14 and five transfers to Item 16.
13. " " II	*410 by 20 to 430	11	2,582	11	2,510	72	1,009	Normal increments. Four transfers to Item 17.
14. " " III	360 by 20 to 400	46	9,626	51	10,638	1,012		New grade transferred from Item 13.
15. " " IV	310 by 20 to 350	38	6,214	42	6,531	317		New grade transferred from Item 14.
16. Assistant Station Master (Asian) Class III	250 by 15 to 240	5	1,950	5	1,950			Revised grade and seven posts transferred from Item 34.
17. Assistant Station Master (Asian) Class IV	310 by 20 to 350	4	645	4	645			Three additional posts and normal increments.
18. Assistant Station Masters (Asian) Class V	165 by 15 to 240	125	17,646	118	15,644	2,002		Normal increments.
19. Station Masters (African) Class I	160 upwards	23	2,219	20	1,975	244		Over-estimated in 1937.
20. " " II	120 to 180	15	2,879	15	2,859	20		Three promotions from Item 26.
21. Yard Foremen and Assistants (Asian)	{ 350 by 25 to 440 250 by 15 to 330 150 by 15 to 240 }	3	500	3	500		24	
22. Crane Drivers, Fitters and Firemen	500 upwards	3	1,116	3	1,140			
23. Senior Clerks (Asian) Special Grade	410 by 20 to 430	5	1,290	5	1,290			
24. Clerks (Asian) Class I	360 by 20 to 400	4	888	4	888			
25. " " II	.. .. .	310	55,919	296	52,162	3,757		
Carried forward	.. .. .						

ABSTRACT "D" TRAFFIC EXPENSES—(Contd.)

DETAILS		ESTIMATE, 1938		ESTIMATE, 1937		Increase		Decrease		EXPLANATION
Scale		No.	£	No.	£	£	£	£	£	
<i>Brought forward</i>										
III—(a) STATION AND PIER STAFFS.—(Contd.)										
26	Clerks (Asian) Class III	310	55,519	296	52,162	3,757	..	..	..	See Item 25.
27	" " " " IV	40	8,376	43	8,946	..	..	..	..	Three posts transferred to Item D. IV (a) 3. Two
28	" " " " V	49	8,222	156	22,975	..	..	..	..	posts transferred to Item D. II (a) 16. Five
		107	14,651							temporary appointments and normal incre-
										ments.
29	Learner Clerks (Asian)	16	576	..	..	576	..	..	..	New grade.
30	Clerk (African) Special Class	1	96	1	96	..	..	..	..	Changes in holders of posts.
31	" " " " Class I	118	4,932	118	5,017	..	..	..	..	Seventy posts transferred to Item 18 and three posts
32	" " " " " " II	..	..	..	..	..	..	..	..	abolished.
33	" " " " " " III	..	..	..	..	..	..	..	..	Change in holder of one post and normal incre-
34	Signallers (Asian)	11	1,134	11	1,144	..	..	..	..	ments.
35	" " " " (African) Class I	48	3,271	48	3,168	103	..	..	..	Normal increments.
36	" " " " " " II	122	4,865	113	4,408	457	..	..	..	Four posts transferred to Item 40 and thirteen
37	" " " " " " III	..	..	..	..	..	..	..	..	promotions from Item 38.
38	Telegraph Learners	30	630	30	720	..	..	..	..	Over-estimated in 1937.
39	Telephone Operators (African)	4	192	3	162	30	..	..	..	One additional temporary appointment and nor-
40	Wireless Operators, Class III	4	138	5	207	..	..	..	..	mal increments.
41	Ticket Collectors (Asian)	1	144	1	144	..	..	..	..	See Item 37.
42	Ticket Collectors (African)	2	108	2	108	..	..	..	..	Change in holder of post at Port.
43	Weighing Machine Fitters (Asian)	5	768	5	770	..	..	..	..	Karungu Agency discontinued. Additional
44	Railway Agents at Asembo, Homa, Kendu and Mohoru Bays	..	..	..	..	..	..	..	..	Agents at Asembo, Homa and Kendu.
45	Headmen	45	1,925	42	950	75	..	..	..	Normal increments; additional men to deal with
46	Pomsmen	310	4,550	294	4,408	150	..	..	..	increased traffic and increased cost of rations.
		1,223	106,854	1,173	106,372	3,481	..	..	..
<i>Carried forward</i>										

DETAILS		ESTIMATE, 1938		ESTIMATE, 1937		Increase		Decrease		EXPLANATION
Scale		No.	£	No.	£	£	£	£	£	
<i>Brought forward</i>										
III—(a) STATION AND PIER STAFFS.—(Contd.)—										
47	Porters and Lampmen	1,223	109,854	1,173	106,373	3,481	..	..	..	Normal increments and additional men to deal
		..	9,525	..	8,500	1,025	..	..	..	with increased traffic and allowance for rising
48	Sweepers	134	1,760	130	1,800	..	..	..	..	labour and ration costs.
49	Watchmen	25	415	25	400	15	..	..	..	Provision over-estimated in 1937.
50	Office Boys and Messengers, Grade II	51	730	50	725	5	..	..	..	Increase in ration costs.
51	Overtime	..	1,100	..	1,000	100	..	..	..	Normal increments, changes in holders of posts,
		1,433	123,384	1,378	118,798	4,586	..	..	..	and one additional post.
		..	21,450	..	23,200	..	..	..	..	Anticipated requirements.
		..	6,813	..	7,100	..	..	..	..	Estimated requirements.
		..	28,263	..	30,300	..	..	..	..	" "
		..	1,000	..	775	225	..	..	..	Anticipated requirements.
		1,433	152,647	1,378	149,873	2,774	..	..	..	" "
<i>Total III</i>										
IV—(a) RUNNING STAFFS—										
1	Guards (European)	6	1,740	6	1,800	..	..	..	..	Change in holder of one post.
2	Ticket Examiners (European)	10	3,000	10	3,000	..	..	..	..	Three posts transferred from Item D. III (a) 28
3	Guards (Asian)	80	14,151	77	13,012	1,139	..	..	..	and normal increments.
4	Guards (African)	12	741	12	739	2	..	..	..	Normal increments.
5	Ticket Examiners (Asian)	2	408	2	408	..	..	..	..	" "
		110	20,040	107	18,959	1,081	..	..	..	Anticipated requirements.
		..	734	..	700	34	..	..	..	" "
		110	20,774	107	19,659	1,115	..	..	..	" "
<i>Total IV (a)</i>										
Add Contribution to Abstract B. VI for Running Room Staff and Stores										

ABSTRACT "D" TRAFFIC EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV—(b) MISCELLANEOUS EXPENSES (see Appendix V)	£	100	100	100	100	..	..	..
IV—(c) OVERTIME AND TRIP ALLOWANCES	£	10,000	11,400	11,400	1,400	..	..	Anticipated requirements.
Total IV	£	30,374	31,159	31,159	285	..	..	..
V—CLEANING OF CARRIAGES AND WAGONS—	£	2,250	2,250	2,250	..	..	..	..
(a) Wages	£	576	400	400	176	..	..	Anticipated requirements.
(b) Materials	£	2,825	2,630	2,630	176	..	..	..
Total V	£	3,076	2,630	2,630	176	..	..	..
VI—STATION STORES (FUEL, LIGHTING, WATER, etc.)	£	6,150	4,500	4,500	1,650	..	..	Increased traffic.
(a) Fires, Lighting, Water and General Stores for Carriages, Stations, Ports, Offices, etc.	£	4,000	4,108	4,108	168	..	..	Estimated requirements.
(b) Wagon Covers, Ropes, etc.	£	1,341	696	696	645	..	..	Increased traffic and opening of additional stations.
(c) Office and Station Fittings and Equipment	£	33	33	33	..	..	..	..
(d) Watch and Clock Repairs	£	1	255	255	..	..	..	..
(e) Watch and Clock Repairer	£	1	11,779	9,652	2,127	..	..	..
Total VI	£	2,424	2,000	2,000	424	..	..	Increased staff.
VII—CLOTHING	£

ABSTRACT "D" TRAFFIC EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII—(a) CATERING—	£	1	720	1	660	60	..	Normal increment and arrears paid in 1937.
*1. Assistant Superintendent (Catering)	600 by 30 to 720	1	404	1	437	..	33	Change in holder of post.
2. Catering Inspector, Class III	390 by 18 to 463	1	253	1	258	..	..	..
3. Clerks (Asian) Class I	410 by 20 to 430	1	210	1	210	..	..	..
4. " " III	310 by 20 to 350	2	106	2	302	8	..	One post charged to Items D. VIII (d), (e), (f) and (g), and normal increments.
5. " " IV	250 by 15 to 285	5	718	5	709	9	..	Normal increments.
6. " " V	105 by 15 to 240	7	725	6	617	108	..	One promotion from Item 9, and normal increments.
7. Chief Stewards and Cooks, Class II (Asian)	200 by 15 to 250	6	486	5	412	74	..	Two promotions from Item 10, and normal increments.
8. " " III	150 by 10 to 200	6	426	6	426	..	..	Two promotions to Item 9 and two promotions from Item 11.
9. Assistant Stewards and Cooks, Class I	130 by 10 to 140	10	388	12	692	..	304	Fifty per cent of six posts charged to Item D. VIII (g)1.
10. " " II	110 by 10 to 120	1	45	1	45	..	..	Changes in holders of posts.
11. " " III	80 by 10 to 100	6	191	6	204	..	13	Normal increments. Fifty per cent of four charged to Item D. VIII (g) 1. Two additional posts.
12. Cooks and Stewards (African) Class I	65 upwards	36	373	34	393	..	20	Two additional posts and changes in holders.
13. " " II	40 to 60	46	436	44	436	..	..	Anticipated requirements.
14. Table Boys and Train Boys (Class I)	45 upwards	3	517	3	42	5	..	..
15. Catering Assistants "B" (African)	30 to 40	133	6,249	128	6,355	..	106	..
16. Office Boys, Grade II	16 to 28	..	580	..	560	..	..	..
17. Travelling and Running Allowances	Up to 30	..	7,560	..	6,460	1,100	..	Increased business anticipated.
Total VIII (a)	10 to 30	..	..	..	..	..	..	..
VIII—(b) EQUIPMENT AND UNIFORMS—	£	..	..	..	..	..	..	..
VIII—(c) STORES, LIQUORS, LICENCES, ETC.—	£	..	..	..	..	..	..	..

ABSTRACT "D" TRAFFIC EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII—CATERING— <i>Contd.</i>	£					£	£	
VIII—(d) LAUNDRY AND DISINFECTOR—	
1. Salaries and Wages	15	465	15	465	..	..	Anticipated requirements.
2. Equipment	37	..	32	5	..	
3. Stores, Power, etc.	455	..	255	200	..	New equipment for sterilizing bedding.
Total VIII (d)	15	957	15	752	205	..	
VIII—(e) MINERAL WATER FACTORY—	
1. Salaries and Wages	7	295	7	295	..	..
2. Equipment	40	..	40	..	..
3. Stores, etc.	220	..	220	..	..
Total VIII (e)	7	555	7	565	..	..
VIII—(f) ICE FACTORY—	
1. Salaries and Wages	2	169	2	105	4	..	
2. Equipment	10	..	10	..	..
3. Stores, Power, etc.	188	..	180	..	..
Total VIII (f)	2	299	2	295	4	..	

ABSTRACT "D" TRAFFIC EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII—CATERING— <i>Contd.</i>	£					£	£	
VIII—(g) BEDDING ACCOUNT—	
1. Wages and Travelling Allowances	30	728	30	500	228	..	See Items 11 and 14, Abstract D, VIII (a).
2. Equipment and Uniforms	725	..	419	306	..	Anticipated requirements.
Total VIII (g)	30	1,453	30	919	534	..	
VIII—(h) PRINTING AND STATIONERY	
Total VIII	187	17,343	182	16,096	1,247	..	Anticipated requirements.
IX—(c) CLAIMS INVESTIGATION AND COMPENSA- TION	300	..	300	..	..	Increased traffic.
(b) COMMISSION ON SALE OF PASSENGER TICKETS	900	..	750	150	..	
(c) CLAIMS FOR DAMAGE TO PROPERTY	100	..	100	..	..
Total IX	1,300	..	1,150	150	..	
X—PRINTING AND STATIONERY	5,640	..	5,500	140	..	Anticipated requirements.
XI—PASSAGES	5,600	..	5,600	..	..
XII—ADVERTISING	600	..	500	100	..	Anticipated requirements.
TOTAL ABSTRACT "D"	1,848	270,911	1,781	262,440	8,471	..	

Railways

ABSTRACT "D" TRAFFIC EXPENSES

MILEAGE	ESTIMATE, 1938	ESTIMATE, 1937	Increase	Decrease	Increase %	Decrease %
Traffic Train Mileage ..	2,672,200	3,672,200	..	..	..	..
Engineering, Fuel and Water Trains, etc. ..	590,000	555,000	35,000	..	6-31	..
Total Train Mileage ..	3,262,200	3,227,200	35,000	..	1-09	..
Miscellaneous Mileage ..	765,000	655,000	110,000	..	16-79	..
Total Engine Mileage ..	4,027,200	3,882,200	145,000	..	37-35	..
Freight Ton Miles ..	507,735,000	482,000,000	25,735,000	..	5-34	..

Railways

ABSTRACT "E" GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		£	No.	£	No.			
I—ADMINISTRATION—								
(a) 1. His Excellency the High Commissioner for Transport ..	£	..	..	1,000	..	1,000	..	..
2. Contribution towards Housing of His Excellency the High Commissioner for Transport ..	..	..	..	1,000	..	1,000	..	..
3. Personal Staff of His Excellency the High Commissioner for Transport ..	..	..	..	250	..	250	..	..
4. Miscellaneous Expenses—His Excellency the High Commissioner and Staff (see Appendix V) ..	..	..	..	75	..	75	..	..
Total I (a) ..	..	..	..	2,325	..	2,325	..	..
(b) Expenses of Railway Secretariat :—								
1. Secretary to East African Governors' Conference and to High Commissioner for Transport ..	1,250	1	1,250	1	1,250	..	..	..
2. Passages ..	..	..	200	..	200	..	..	..
3. Proportion of Secretariat Expenses ..	..	..	1,518	..	1,519	99	..	Estimated requirements.
4. Miscellaneous Expenses (see Appendix V) ..	..	..	1,160	..	1,259	99	..	"
Deduct Contribution by East African Governments ..	..	1	4,723	1	4,928	..	..	..
Total I (b) ..	..	1	3,410	..	3,410	..	..	..
(c) Expenses of Railway Advisory Council ..	..	..	816	1	818	..	..	..
(d) Consulting Engineers' Fees and Crown Agents' Commission ..	..	..	350	..	350	..	..	..
Deduct Contribution by Port ..	..	..	400	..	300	100	..	Anticipated requirements.
Total I ..	..	1	3,093	1	3,793	100	..	..
	..	..	409	..	394	15	..	..
	..	1	3,464	1	3,349	96	..	..

* Reasonable Post.

ABSTRACT "E" GENERAL CHARGES—(Contd.)

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
II—(a) MANAGEMENT							
1. General Manager	2,500	1	2,500	1	2,500	..	See Abstract A. Ia (1)
2. Salary of Relieving Officer	..	..	875	..	875	..
3. Chief Assistant to General Manager	..	..	1,250	..	..	..
4. Legal Adviser	950 by 50 to 1,150	1	1,150	1	1,150	..	
5. Administrative Assistant	720 by 30 to 840	1	840	1	840	..	
6. Private Secretary to General Manager and Secretary to the Railway Advisory Council	420 by 20 to 480	1	480	1	480	..	
Total II (a)							
II—(b) OFFICE							
1. Senior Clerks, Special Grade	540 by 20 to 600	3	1,705	1	565	1,140	Two promotions from Senior Clerks. See Item 1. Normal increment. One additional appointment. Promotion from Clerk, Class IV. See Item 5. One additional appointment and changes in holders of posts.
2. Senior Clerks	500 by 20 to 540	2	1,080	2	1,080	..	
3. Clerk, Class I	420 by 20 to 480	1	480	1	472	8	
4. " " II	315 by 18 to 405	1	393	1	360	333	
5. " " III	240 by 15 to 300	1	240	1	240	..	
6. " " IV	180 by 15 to 225	1	225	1	225	..	
7. Junior Clerks	Up to 180	4	453	3	481	32	
8. Short-hand-Typists, Special Grade	250 by 18 to 340	2	536	2	572	36	
9. Short-hand-Typists	144 by 12 to 240	4	808	4	936	128	
10. Telephonist, Class I	192 by 12 to 240	1	228	..	63	165	
Carried forward							
11. Senior Clerks (Assign) Special Grade	360 by 20 to 400	1	360	1	360	..	Two promotions from Class IV. See Item 13. Normal increments.
12. Clerks, Class II	310 by 20 to 350	2	372	..	372	..	
13. " " III	250 by 15 to 285	1	177	3	552	355	
14. " " IV	30 to 40	3	58	13	210	15	
15. Office Boys and Messengers, Grade I	10 to 30	10	187	..	15	..	
16. Office Boys and Messengers, Grade II	..	35	6,317	32	5,836	481	..
Total II (b)							

* Pensionable Post.

Railways

ABSTRACT "E" GENERAL CHARGES—(Contd.)

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1937		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
II—(b) OFFICE—(contd.)							
17. Miscellaneous Expenses (see Appendix V)	..	..	971	..	665	306	Proportion of salaries of Telephonist, Despatchers and Messengers chargeable to Abstracts "A," "D" and E.III.
18. Expenses incurred on account of Distinguished Visitors	..	..	1,042	..	700	342	
Deduct	..	..	100	..	100	..	Anticipated requirements.
Total II (b)							
II—(c) PASSAGES							
II—(d) PRINTING AND STATIONERY							
Total II (c) and (d)							
Deduct Contribution by Port							
Total II							
III—(a) ACCOUNTS, SUPERVISION							
1. Chief Accountant	1,500	1	1,500	1	1,350	150	Improved scale.
2. Assistant Chief Accountant	950 by 50 to 1,100	1	1,100	1	1,100	..	
3. Senior Assistant Accountants	720 by 30 to 840	2	1,680	3	2,520	840	One post regraded as Chief Cashier. See E. III (d). New appointment.
4. Accounting Officer, Port	720 by 30 to 840	1	840	..	840	..	
5. Assistant Accountants	{ 480 by 20 to 600 600 by 30 to 720	2	1,181	2	1,141	40	Normal increments. Anticipated requirements.
6. Miscellaneous Expenses (see Appendix V)	..	..	351	..	300	51	
Total III (a)							
Deduct contribution from Port							
Total III (a)							

* Pensionable Post.

See increase under E. III (b), (23).

DETAILS	Scale	1938 ESTIMATE.		1937 ESTIMATE.		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III—(c) GENERAL OFFICES—								
1. Accounting Inspectors, Class I	£ 560 by 20 to 600	2	1,120	5	2,680	20	..	Travelling Inspectors of Accounts and Stock Verifiers merged and regraded as Accounting Inspectors. One regrading from Clerk, Class I and changes in holders of posts. One promotion from Clerk, Class IV. One regrading from Shorthand-Typist. Anticipated requirements. See Item 12. See reductions under Items 11 and 13. See Item 12. One promotion from Class III; one promotion from Class IV; see reduction under Item 13. See reduction under Item 16. Normal increments and promotions. Normal increments. Anticipated requirements. See reduction under Abstract E. III (a).
2. Accounting Inspectors, Class II	480 by 20 to 540	3	1,560	..	..	..	..
3. Senior Clerk	500 by 20 to 540	1	500	..	..	..	..
4. Clerks, Class I	420 by 20 to 480	1	420	..	..	..	..
5. " " II	315 by 18 to 405	3	1,095	..	..	..	..
6. " " III	240 by 15 to 300	2	525	..	..	..	..
7. Junior Clerks	180 by 15 to 225	1	180	..	..	..	..
8. Shorthand-Typist, Special Grade	Up to 180	1	245	..	..	..	..
9. Typists, Class I	250 by 18 to 340	3	665	..	..	..	..
10. Shorthand-Typists	195 by 15 to 250	..	..	..	..	..	..
11. Proprietors of Telephonists' Salaries and Allowances	144 by 12 to 240	..	..	..	..	..	..
12. Senior Clerks (Asian), Special Grade	Sh. per mensum 500 upwards	5	2,840	6	2,417	..	..
13. Clerks (Asian), Class I	440 by 20 to 480	6	1,564	..	..	..	..
14. " " II	410 by 20 to 430	10	2,560	17	4,386	1,806	..	
15. " " III	360 by 20 to 400	7	1,522	6	1,404	..	..
16. " " IV	310 by 20 to 350	17	3,522	16	3,300	..	..
17. " " V	250 by 15 to 295	35	5,970	41	6,745	..	..
18. Clerks, Learner (Asian)	105 by 15 to 240	1	90	..	..	..	..
19. Clerks (African) { Class I { Class II { Class III	95 to 150 65 to 90 20 to 60	1	48	..	..	..	..
20. Messengers and Office Boys { Grade I { Grade II	30 to 40 10 to 30	8	462	8	300	..	..
21. Miscellaneous Expenses (see Appendix V)	10 to 30	11	190	11	180	..	..
22. Deduct amount debited to Provident Fund	..	118	25,976	125	27,171	..	..
23. Deduct Contribution from Port	..	..	600	..	500	..	..
Total III (b)	..	118	24,936	125	25,671	..	..

Railways

ABSTRACT "E" GENERAL CHARGES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
(c) MECHANICAL ACCOUNTING—								
1. Senior Clerk	£ 500 by 20 to 640	1	500	1	540	Post regraded as Senior Clerk. See reductions under Junior Clerks and Clerks, Class I, Abstract E. III (b). Three promotions from Class IV. See reduction under Abstract E. III (b) (16). Normal increment. Increase in house allowances. Anticipated requirements.
2. Clerk, Class II	315 by 18 to 405	2	510	..	..	..	..
3. " " III	240 by 15 to 300	1	210	1	210	..	..
4. " " IV	180 by 15 to 225	4	744	1	210	..	..
5. " (Asian) Class III	Sh. per mensum 310 by 20 to 350	8	1,340	11	1,770	..	..
6. " " IV	250 by 15 to 295	3	108	..	..	..	..
7. Clerks (African) Class I	105 by 15 to 240	1	20	1	18	..	..
8. " " II	65 to 90	20	210	..	..	..	..
9. Messengers and Office Boys, Grade I	20 to 60	1	476	..	..	..	..
10. Machine:—	30 to 40	..	..	..	..	..	..
(a) Hire Charges	..	..	..	..	..	..	..
(b) Cards, etc.	..	..	..	..	..	..	..
(c) Rimming Expenses, etc.	..	..	..	..	..	..	..
11. Deduct contributions from other Departments	..	20	5,904	15	5,088	..	..
Total III (c)	..	20	2,282	..	2,282	..	..
(d) CASH AND PAY OFFICE—								
1. Chief Cashier	£ 480 by 20 to 600	1	572	See reduction under Abstract E. III (a). Normal increments. Normal increments. One cashier transferred to Abstract E. III (b) as Clerk, Class IV. Normal increments. Normal increments.
2. Cashiers, Class I	Sh. per mensum 410 by 30 to 600	7	2,364	7	2,274	..	..
3. " " II	310 by 20 to 460	2	474	2	456	..	..
4. " " III	150 by 15 to 295	2	352	3	493	..	..
5. Cash Counters (Asians)	50 by 5 to 90	2	144	2	138	..	..
6. Clerk (African) Class II	90 by 10 to 120	1	54	1	54	..	..
7. Messengers and Office Boys, Grade I	65 to 90	5	97	5	94	..	..
8. " " II	30 to 40	..	..	..	..	..	..
9. Miscellaneous Expenses (see Appendix V)	10 to 30	..	..	..	..	..	..
Total III (d)	..	20	4,187	20	3,639	..	..

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III—(c) PRINTING AND STATIONERY	£							
(f) PASSAGES	..		450	..	500	..	50	} Anticipated requirements.
Total III	..	165	41,147	167	40,827	220	..	
IV—COLONIAL AUDIT—	..							
Fixed contribution	..		4,125	..	4,125	..	..
Deduct Contribution from Port	..		150	..	150	..	..
Deduct Contribution from Provident Fund	..		128	..	120	..	..
Total IV	..		3,855	..	3,855	..	..
V—(a) STORES DEPARTMENT—	..							
* 1. Stores Superintendent	1,100	1	1,100	1	1,100	..	..
* 2. Assistant Stores Superintendent	720 by 30 to 840	1	840	1	816	24	..	Normal increment.
* 3. District Stores Superintendent	600 by 30 to 750	1	708	1	678	30	..	Normal increment.
4. Miscellaneous Expenses (see Appendix V)	..	3	2,658	3	2,656	22	..	
Total V (a)	..	10	3,800	10	3,618	182	..	
(b) OFFICES AND STORES—	..							
1. Stores Accountant	560 by 20 to 600	1	572	1	552	20	..	Normal increment.
2. Senior Clerks	500 by 30 to 540	1	1,040	1	916	500	..	One promotion from Item 3.
3. Clerks, Class I	420 by 30 to 480	1	460	2	542	..	452	See Item 2.
4. " " II	315 by 18 to 405	2	528	2	498	30	..	Normal increments.
" " III	240 by 15 to 300	..	..	..	..	..	..
" " IV	180 by 15 to 225	..	..	..	..	..	..
Junior Clerks	Up to 180	..	..	..	..	..	..
Sh. per mensem	..	2	672	2	600	72	..	Normal increments.
5. Senior Clerks (Asian) Special Grade	500 upwards	2	528	2	518	528	..	Promotions from Item 7.
6. Senior Clerks (Asian)	440 by 50 to 480	..	..	..	..	..	..	See Item 6.
7. Clerks (Asian) Class I	410 by 20 to 430	..	..	..	..	..	..
Carried forward	..	10	3,800	10	3,618	182	..	

* Reasonable Post.

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
V—(b) OFFICES AND STORES—(contd.)	..							
8. Clerks (Asian) Class II	Sh. per mensem	1	216	..	216	..	..	Promotion from Item 9.
9. " " III	360 by 20 to 400	13	2,706	13	2,658	48	..	Normal increments and one promotion from Item 10.
10. " " IV	250 by 15 to 295	12	1,839	9	1,484	455	..	Normal increments and promotions from Item 11.
11. " " V	105 by 15 to 240	2	168	4	551	..	382	See Item 10. Two posts transferred from Item 26 and 27.
12. " (African) " I	95 to 150	..	..	..	..	..	..
" " II	65 to 90	4	212	4	201	11	..	Normal increments.
" " III	20 to 60	..	..	..	..	..	..
13. Storekeepers, Special Class	£	1	550	..	..	..	..	Promotion from Item 14.
14. Storekeepers, Class I	560 by 20 to 600	2	1,049	3	1,582	560	..	See Item 13.
15. " " II	500 by 20 to 540	2	960	3	1,400	..	440	Normal increments.
16. " " III	420 by 20 to 480	1	465	1	405	..	..
17. " " IV	315 by 18 to 405	1	135	..	..	..	..
18. Apprentices	180 by 15 to 225	1	249	3	248	1	..	Normal increments. See Item 17 and one additional appointment.
	48 to 120	3	..	..	..	..	..
19. Senior Storemen (Asian) Special Grade	Sh. per mensem	1	300	1	300	..	..	Promotion from Item 21.
20. Senior Storemen (Asian)	500 upwards	1	264	..	..	..	..	See Item 20.
21. Storemen (Asian) Class I	440 by 20 to 480	1	216	2	516	264	..	Promotion from Item 23.
22. " " II	410 by 20 to 430	1	216	..	..	..	198	Normal increments. See Item 22.
23. " " III	360 by 20 to 400	4	650	5	1,038	..	..	Normal increments and promotion from Item 25.
24. " " IV	310 by 20 to 350	4	483	3	483	167	..	See Item 24. Two posts transferred from Items 26 and 27.
25. " " V	250 by 15 to 295	2	172	1	126	46	..	See Items 11 and 25 and one additional appointment.
26. Learners, Asian	105 by 15 to 240	1	36	2	84	..	48	See Items 11 and 25.
27. Clerks, Temporary	40 to 80	..	..	..	..	..	..	Normal increments and one additional appointment.
28. Storemen (African) Class III	20 to 60	4	200	..	..	..	200	
Carried forward	..	71	15,423	67	15,148	275	..	

Carried forward

ABSTRACT "E" GENERAL CHARGES—(Contd.)

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
V—(b) OFFICES AND STORES—(contd.)								
29. Messengers and Office Boys, Grade II	Sh. per mensem 10 to 30	10	140	9	125	15		Estimated requirements.
30. Motor and Crane Drivers		3	106	2	54	52		Normal increments and one additional appointment.
31. Headmen		5	115	5	100	15		Estimated requirements.
32. Stores Porters and Labourers	20 to 60	160	1,940	150	1,800	140		
33. Casual Labour	10 to 20; 10 to 30	1	32		100			
34. Carpenters, African			500		350			
35. Tools, Plant and Stores			175		175			
36. Insurance			500		500			
37. Printing and Stationery			925		900	25		
38. Passages			950		950			
39. Miscellaneous Expenses (see Appendix V)								
Total V (b)		250	20,910	233	20,202	708		
Total V (a) and (b)		253	23,568	236	22,838	730		
Deduct contribution from Port			1,400		1,370	30		
TOTAL V		253	22,168	236	21,468	700		
VII—WATCH AND WARD :—								
(a) Railway Police			5,822		5,542	280		Additional Police for Nairobi Native Location.
(b) Railway Watchmen			2,300		2,550	250		Reduction in Watchmen replaced by Police.
Total VI			8,122		8,092	30		
VII—POSTAL, TELEPHONE AND TELEGRAPH SERVICES			2,300		2,300			

Railways

ABSTRACT "E" GENERAL CHARGES—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII—KEEP OF HEADQUARTERS OFFICES—								
(a) Salary of Caretaker		1	200	1	200			Caretaker's absence on Overseas Leave.
(b) Relieving Allowance		1	110			110		
(c) Wages of Cleaners, Sweepers, Lift Boys and Watchmen		24	345	24	345			
(d) Stores			100		75	25		Estimated requirements. Increase due to rising costs, etc.
(e) Electricity, Maintenance of Lifts, Water and Conservancy			616		600	16		
Total VIII		26	1,371	25	1,220	151		
Total IX (A)		1	3,730	1	3,199	531		
IX—PUBLICITY :—								
(a) London Office and Overseas Advertising :—								
1. Contribution to Central Office			831		832		1	Normal increment.
2. Railway Section—								Visit of London Representative to East Africa.
(a) Salary of London Representative		1	600	1	600			
(b) Clerical Assistant			163		156	7		
(c) Travelling and Subsistence			375		25	350		
(d) Rent, Lighting, Heating, Stationery, etc.			336		336			
(e) Advertising			1,225		1,000	225		Anticipated requirements. Includes contribution by Tanganyika Railways.
3. Special East African Exhibit			200		250	50		Anticipated requirements.

ABSTRACT "E" GENERAL CHARGES—(Contd.)

DETAILS	Scale	ESTIMATE, 1937		ESTIMATE, 1937		EXPLANATION
		No.	£	No.	£	
IX—PUBLICITY—(contd.)	£					
(B) Empire Exhibition (1936-1937), Johannesburg, South Africa			575	508	75	Includes provision for a Relief Map.
(C) Local Publicity Advertising						
(D) East African Office, Johannesburg—						
1. (a) Salary of Railway Representative		1	600		600	
(b) Travelling and Subsistence Allowances		25			25	
2. (a) Clerical Assistant		270			270	
(b) Rent		720			720	
(c) Lighting, Stationery, etc.		185			185	
(d) Advertising		100			100	
Deduct Contributions by Governments of Kenya, Uganda, Tanganyika, and Zanzibar		1	1,900		1,900	
			971		971	
Total IX (D)		1	929		929	
(E) Empire Exhibition, Scotland, 1938			600		600	
Total IX		2	5,834	1	4,259	1,575
X—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS..						Anticipated requirements.
Total Abstract "E"			1,250		1,000	250
		487	103,178	467	98,900	4,978

Railways

ABSTRACT "F" STEAMER SERVICES

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		EXPLANATION
		No.	£	No.	£	
I—(a) GENERAL SUPERINTENDENCE—	£					
*1. Senior Marine Officer	1,000	1	981	1	1,000	
*2. Senior Marine Engineer	{ 920 by 40 to 1,000 } 840 by 40 to 920	1	880	1	840	
*3. Engineer-in-Charge, Lake Kioga	720 by 30 to 840	1	733	1	785	
4. Leave Allowances of Officers retiring			563		563	
Total I (a)		3	3,157	3	2,625	532
(b) HEAD OFFICE STAFF—	Sh. per month					
1. Senior Clerks (Asian) Special Grade	500 upwards	1	390	1	372	18
2. Senior Clerks (Asian)	440 by 20 to 480	3	792	3	792	
3. Clerks (Asian) Class I	410 by 20 to 430			3	774	774
4. " " " " Class II	360 by 20 to 400	1	216	2	216	
5. " " " " Class III	310 by 20 to 350	2	396	2	420	
6. " " " " Class IV	250 by 15 to 295	4	657	4	657	
7. " " " " Class V	105 by 15 to 240	2	228	7	1,011	24
8. " (African) Class I	95 to 150			4	263	11
" " " " Class II	65 to 90			4	72	
" " " " Class III	20 to 60			4	72	
9. Office Boys and Messengers, Grade II	10 to 30					
Total I (b)		21	3,045	21	2,932	113
(c) Miscellaneous Expenses (see Appendix V)			240		240	
Total I		24	6,442	24	5,797	645
II—SUBORDINATE SUPERINTENDENCE—	£					
Foreman	{ 444 by 18 to 480 } 480 by 20 to 540	1	540	1	540	
Foreman (temporary for six months)					180	
Total II		1	540	1	720	180

* Peggasonable Post.

ABSTRACT "F" STEAMER SERVICES—(Contd.)

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
V—GENERAL STORES—	£							
(a) Ropes, Tarpaulins, etc.	1,000	..	880	120	..	Increase in traffic.
(b) Uniforms	380	..	350	30	..	Estimated requirements.
Total V	1,380	..	1,230	150	..	
VI—FUEL—								
(a) Fuel	14,280	..	14,780	..	500	} Estimated requirements.
(b) Labour	993	..	720	273	..	
Total VI	15,273	..	15,500	..	227	
VII—RUNNING SERVICES—								
Oil, Tallow, etc.	825	..	825	..	..
VIII—NEW MINOR WORKS	130	..	740	..	620	Estimated requirements.
IX—MAINTENANCE OF CHANNELS—								
(a) Maintenance	100	..	100	..	..
(b) Upkeep of Lights, Lakes Victoria and Albert	145	..	120	25	..	
(c) Survey	80	..	80	..	..	Estimated requirements.
Total IX	325	..	300	25	..	

Railways

ABSTRACT "F" STEAMER SERVICES—(Contd.)

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
X—CATERING—								
(a) Salaries and Wages, etc. :—	£							
1. Chief Stewards (Asian) Class I	Sh. per mensem 260 upwards	1	180	..	174	6	..	Normal increment.
2. " " " " Class II	200 by 15 to 250	4	579	..	447	132	..	One promotion from Item 3.
3. " " " " Class III	150 by 10 to 200	3	312	..	330	..	18	Normal increments and change in holder of one post. See Item 2.
4. Chief Cook (Asian) Class II	200 by 15 to 250	1	150	..	150	..	..
5. Menial Staff	..	..	606	..	549	57	..	
(b) Equipment	..	..	400	..	100	300	..	Estimated requirements and putting S. W. "Stanley" into commission.
(c) Stores, Liquors and Licences	..	..	3,700	..	3,150	550	..	
Total X	..	9	5,927	..	4,900	1,027	..	
XI—PRINTING AND STATIONERY	..	..	195	..	195	..	..
XII—PASSAGES	..	..	1,750	..	2,000	..	250	
TOTAL ABSTRACT "F"	..	129	74,126	115	70,149	3,977	..	

ABSTRACT "H" MISCELLANEOUS EXPENDITURE

DETAILS	ESTIMATE, 1932		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
	No.	£	No.	£			
I—Provident Fund and Gratuities		£ 38,500		£ 34,000	4,500		Normal increase and additional contributions following reduction in salary limit. Additional transfers, etc., anticipated. For details see Appendix IV. Anticipated requirements. Addition of Kisumu and Tororo.
II—Expenses of Indian Agency		900		900			
III—Legal Expenses		50		50			
IV—Exchange and Brokerage		6,000		5,000	1,000		
V—Pensions, Gratuities and Compensation		39,070		17,900	21,170*		
VI—Suggestion Scheme and Training Scheme		200		150	50		
VII—Municipal Races		8,000		6,883	1,125		
VIII—Management Expenses of Loans		1,395		1,400			
IX—Subscriptions to Research Societies and Committees		50		50			
X—Investigations in connexion with Standardization of Railways in Africa		500		500			
XI—Less on Stores		150		150			
XII—Investigation in connexion with proposed Superannuation Fund		400		400			
XIII—Grants to Railway Clubs and Institutes		200		250			
XIV—Medical Services per capita Payments to Government of Kenya and Uganda, etc.		7,200		7,000	200	50 Anticipated requirements. Anticipated requirements.	
TOTAL ABSTRACT "H"		102,563		74,633	27,930		

*Transfer of provision from Combined Net Revenue Appropriation Account to this item as a charge to Working Expenditure .. £14,720
 Transfer of provision for Widows' and Orphans' Pensions accruing liability from Net Revenue Account to this item as a charge to Working Expenditure
 New Pensions, etc. 4,786
 1,654
£21,110

HARBOURS ESTIMATES
1938

ABSTRACT "A" PORT ENGINEERING EXPENSES

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IA—HEADQUARTERS STAFF—	£							
1. Administrative and Engineering	197	..	185	£ 12		
2. Technical Office	648	..	609	39		
3. Clerical Office	165	..	154	11		
Total IA	1,010	..	948	62		Increased contribution to cover additional work for Port & Harbours in 1938.
IB—DISTRICT STAFF—								
(1) Administrative and Engineering—								
(a) Senior Assistant Engineer	720 by 30 to 840	1	743	1	733	..	10	Change in holder of post. Normal increments.
(b) Trolley-men and Chainmen	61	..	57	4		
(c) Miscellaneous Expenses (see Appendix V)	..	1	804	1	810	..	6	Estimated requirements.
Deduct Contribution from Railway	153	..	125	28		
Add Port Contribution to cover Leave Allowances	..	1	957	1	935	22		
	373	..	439	66		
Total IB (1)	..	1	584	1	496	88		
	106	..	93	13		
	..	1	690	1	589	101		Normal increment.
(2) Technical Office—	Sh. per mensem 350 by 25 to 500	1	225	1	210	15		
(a) Surveyor (Asian) Class II	35	..	41	..	6	
(b) Chainmen	..	1	260	1	251	9		
(c) Miscellaneous Expenses (see Appendix V)	44	..	42	2		
Deduct Contribution from Railway	..	1	304	1	283	11		
	119	..	188	19		
Add Port Contribution to cover Leave Allowances	..	1	185	1	155	30		Estimated requirements.
	14	..	12	2		
Total IB (2)	..	1	199	1	167	32		

* Pensionable post.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
Is—DISRICT STAFF—Contd.								
(3) Clerical Office—								
(a) Clerk, Class II	£	1	347	1	330	18	..	Normal increment.
(b) Clerk (Asian) Class I	315 by 18 to 405 Sh. per mensem	1	258	1	258	..	..	One promotion from Class III. See item (c).
(c) Clerks (Asian) Class II	410 by 20 to 430	2	456	1	240	216	..	Normal increment.
(d) Clerk (Asian) Class III	380 by 20 to 400	1	177	1	168	9	..	Normal increments.
(e) Clerk (Asian) Class IV	310 by 20 to 330	2	270	2	252	18	..	Normal increments.
(f) Clerks (Asian) Class V	250 by 15 to 265	1	45	1	42	3	..	Normal increments.
(g) Clerk (African) Class II	105 by 15 to 240 65 to 90 10 to 30	1	63	1	59	4	..	Normal increments.
(h) Messengers and Office Boys, Grade II		8	1,616	8	1,538	58	..	
(i) Miscellaneous Expenses (see Appendix V)			45		46	..	3	
Deduct Contribution from Railway		8	1,659	8	1,604	55	..	
Add Port Contribution to cover Leave Allowances			647		754	107	..	
Total Is (3)		8	1,012	8	850	162	..	Seven-twelfths of salary charged to Railway. Five-twelfths of salary charged to Railway.
			124		104	20	..	Normal increment.
		8	1,136	8	954	182	..	Change in holder of post.
(4) Subordinate Supervision of Works—								
(a) Inspector of Works, Class I	£	1	250	1	600	..	350	
(b) Inspector of Works, Class III	560 by 20 to 600 390 by 18 to 462 Sh. per mensem	1	256	..	..	266	..	
(c) Overseer (Asian) Class II	350 by 25 to 425	1	255	1	240	15	..	Normal increment.
(d) Sub-Overseer (Asian)	250 by 15 to 295 300 by 15 to 330	1	179	1	168	..	19	Change in holder of post.
Carried forward		3	950	3	1,038	..	88	

Harbours

ABSTRACT "A" PORT ENGINEERING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
Is—DISRICT STAFF—Contd.								
(4) Subordinate Supervision of Works—Contd.								
(e) Landie Overseer	£	3	960	3	1,038	..	78	
(f) Timekeeper (African) Class I	390 by 18 to 480 Sh. per mensem	1	498	1	480	..	..	Change in holder of post. Normal increment.
(g) Timekeeper (African) Class II	95 to 150	1	57	1	90	..	33	
(h) Timekeeper (African) Class III	65 to 90	1	45	1	49	..	3	
(i) Messengers and Office Boys, Grade II	20 to 60	1	36	1	36	..	..	Normal increments plus one additional appointment.
(j) Motor Drivers, Trolley-men and Chainmen	10 to 30	1	56	..	..	27	..	
(k) Miscellaneous Expenses (see Appendix V)			143		143	..	..
Deduct Contribution from Railway		7	1,767	7	1,858	..	91	
Add Port Contribution to cover Leave Allowances			203		203	..	..
Total Is (4)		7	1,970	7	2,061	..	91	Change in holder of post. Changes in holders of posts.
(5) Subordinate Supervision of Track—								
(a) Permanent Way Inspector, Class II	£	1	540	1	500	40	..	Change in holder of post.
(b) Apprentice Permanent Way Inspectors	480 by 20 to 480 48 to 120 Sh. per mensem	2	168	2	240	..	72	Changes in holders of posts.
(c) Sub-Permanent Way Inspector (Asian) Class III	150 by 15 to 240	1	144	1	140	4	..	Change in holder of post.
(d) Learner Sub-Permanent Way Inspectors (Asian)	40 by 10 to 80	2	106	2	99	7	..	Normal increments and change in holder of one post.
Carried forward		6	956	6	979	..	21	

ABSTRACT "A" PORT ENGINEERING EXPENSES—(Contd.)

DETAILS	Scale	ESTIMATE, 1949		ESTIMATE, 1957		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VI—MISCELLANEOUS SERVICES—								
(a) Bush Clearing	£							
(b) Tools and Plant			500		360	200		
(c) Fire Fighting Appliances			300		300			
(d) Conservancy			25		20	5		
(e) Water Supply			845		1,000			
(f) Insurance of Vehicles			1,599		2,120			Estimated requirements.
			4		4			15
								1,621
Total VI			3,453		3,814			331
VII—NEW MINOR WORKS—								
(a) Additions			1,500		305			
(b) Alterations and Improvements					545			
(c) Demolitions			200		260			
								650
Total VII			1,700		1,100			600
VIII—CONTINGENCIES FOR FLOODS AND ACCIDENTS								
IX—PASSAGES								
X—PRINTING AND STATIONERY								
			260		260			
			40		40			
Total ABSTRACT "A"		25	19,340	25	20,079			239

Harbours

ABSTRACT "B" MARINE WORKING

DETAILS	Scale	ESTIMATE, 1958		ESTIMATE, 1957		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—SALARIES AND WAGES—								
(a) *1. Senior Pilot	£	1	720	1	480	240		
*2. Pilots	{ 480 by 20 to 600 600 by 30 to 720 480 by 30 to 600 600 by 30 to 720	3	2,133	3	2,103	30		
*3. Shore Boatswain	360 by 18 to 480	1	480	1	480			
*4. Miscellaneous Expenses (see Appendix V)			100		100			
Total I (a)		5	3,433	5	3,163	270		
(b) 1. Dhov Inspector (Asian)	Sh. per mensem	1	165	1	162	3		
2. Mooring Foreman (Asian)	150 by 15 to 300	1	150	1	150			
3. Signal Staff (Asian and African)	150 by 15 to 300	8	317	8	333			
4. Mooring Gang (African)	25 to 45	23	637	23	618	19		
5. Clerk, Asian, Class IV	250 by 15 to 200	1	177	1	150	27		
6. Clerk, Asian, Class V	105 by 15 to 240							
7. Messengers, Grade II	10 to 30	1	17	1	15	2		
8. Dhov Registration			60		60			
9. Overtime			300		332			
Total I (b)		35	1,853	35	1,820	33		
Total I		40	5,286	40	4,983	303		
II—(a) HARBOUR LIGHTING AND BUOYING AND COAST LIGHTING—								
(Direct Expenditure)			700		750			
(b) Engine Room Assistant (Asian)	Sh. per mensem { 200 by 15 to 300 300 by 15 to 350	1	165	1	156	9		
Total II		1	865	1	906			

Part cost transferred from Abstract E. III (a) 3.
Normal increments.

Normal increment.
Improved scale. Personal to present holder.
Changes in holders of posts.
Normal increments.
Change in holder of post.

Normal increment.
Paid to Government (Lamu).
Anticipated requirements.

Includes proportion transferred from Abstract B. IV.
Normal increment.

ABSTRACT "B" MARINE WORKING—(Contd.)

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		EXPLANATION
		No.	£	No.	£	
III—SHIPS, SURVEYING FEES, SIGNAL EQUIPMENT, MOORING BUOYS, SIGNAL FLAGS AND CHARTS, ETC.						
IV—STEAM TRGS—						
(a) Tug Masters	{ 390 by 18 to 480 480 by 20 to 600	2	1,065	2	892	113
(b) Tug Engineers	{ 390 by 18 to 480 480 by 20 to 540	2	1,060	2	924	136
(c) Mate (Asian)	Sh. per mensm 150 by 15 to 350	1	150	1	150	..
(d) Coxswain (African)	{ 50 to 80 90 to 150	1	53	1	43	8
(e) Engine Room Assistants (Asian)	{ 200 by 15 to 300 300 by 15 to 350	3	525	3	498	27
(f) Crews (Africa)		762	762	736	26	..
(g) Running Stores and Slipping Tugs		1,880	1,880	1,925	45	Anticipated requirements.
(h) Overtime		350	350	600	250	Anticipated requirements. See items (a) and (h).
(i) Miscellaneous Expenses (see Appendix V)		50	50	405	355	Anticipated requirements.
Deduct Contribution to Coast Lighting		9	5,835	9	6,175	340
Total IV		9	140	9	140	..
Total IV		9	5,695	9	6,035	340
						Proportion chargeable to Abstract B. II (a).

Increase to provide for issue of raincoats and new flagstaff at Ras Serani.

Improved scale to include overtime.

Normal increment.

Normal increments.

Normal increments.

Anticipated requirements.

Anticipated requirements. See items (a) and (h).

Anticipated requirements.

Proportion chargeable to Abstract B. II (a).

Total IV

Harbours

ABSTRACT "B" MARINE WORKING—(Contd.)

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1937		EXPLANATION
		No.	£	No.	£	
V—LAUNCHES AND BOATS, MOMBASA—						
(a) Coxswain (Asian)	Sh. per mensm 250 by 15 to 285	1	162	1	156	6
(b) Engine Room Assistants (Asian)	{ 200 by 15 to 300 300 by 15 to 350	2	278	1	149	129
(c) Motor Boat Coxswains (African)	50 to 80 : 90 to 150	7	338	7	308	306
(d) Coxswains (African)	50 to 80 : 90 to 150	7	477	7	643	166
(e) Crews (African)		925	925	820	105	..
(f) Running Stores		180	180	180	..	..
(g) Overtime		10	2,360	9	2,254	106
Total V		10	2,360	9	2,254	106
VI—LAUNCHES AND BOAT, LAMU—						
(a) 1. Engine Room Assistant (Asian)	{ 200 by 15 to 300 300 by 15 to 350	1	195	1	186	9
2. Crews (African)		149	149	150	..	13
3. Running Stores		150	150	..	..	..
4. Materials		30	30	30	..	..
5. Miscellaneous Expenses (see Appendix V)		36	36	94	..	58
Deduct Contribution by Government ..		1	560	1	622	62
Total VI (a)		1	280	1	311	31
(b) Castle Loading Facilities at Lamu		66	66	66	..	..
Total VI		1	346	1	377	31
VII—PASSAGES		61	620	440	180	..
TOTAL ABSTRACT "B"		61	16,027	60	15,545	482

Normal increment.

Normal increment ; one additional for "Kakker" and "Simba" and for relief.

Designation changed to "Coxswain (African)". See Item (c).

Changes in holders of posts.

Increase to provide for mooring charges at Magadi Jetty.

Normal increment.

Changes in holders of posts.

Anticipated requirements.

Anticipated requirements.

ABSTRACT "C" MAINTENANCE OF MECHANICAL PLANT

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I—SUPERVISION AND MAINTENANCE— (a) District Locomotive Superintendent (one-third salary) (b) Workshop Foreman, Class I (c) Artisan, Class I (d) Artisans "B" (Grade Asian) (e) Clerk, Class II (one-third salary) (f) Clerk (African) Class II (g) Salary of Relieving Officer (h) Miscellaneous Expenses (see Appendix V)	£ 600 by 30 to 720 500 by 30 to 540 300 by 18 to 420 Sh. per mensem 280 by 15 to 340 350 by 25 to 440 £ 315 by 18 to 405 Sh. per mensem 65 to 90 20 to 60	1 1 1 1 1 1 1	240 520 363 135 42 36 38 72	1 1 1 1 1 1 1	240 500 345 135 39 36 38 72	20 18 3 36 .. ..	.. .. .. .. .. .. .. ..	Normal increment. Normal increment. Salaries charged to Maintenance heads. Normal increment. Additional post.
Total I		5	1,446	4	1,369	77	..	
II—MAINTENANCE OF EQUIPMENT ASHORE— (a) Electrical Maintenance: 1. Labour 2. Material (b) Other Maintenance: 1. Labour 2. Material (c) Weighing Machine Maintenance: 1. Labour 2. Material (d) Lubrication of Cranes: 1. Labour 2. Material			1,752 538 1,985 1,035 165 10 120 90 5,695 44 5,851		1,512 383 1,502 766 199 19 80 120 4,881 50 4,531	240 155 483 269 40 .. 1,114 6 1,120	.. .. .. .. .. .. .. .. .. .. ..	Additional requirements for extra cranes. One-fourth charged to Abstract D (Railway)
Deduct Abstract "D" Contribution							34 9	
Total II							30	

Harbours

ABSTRACT "C" MAINTENANCE OF MECHANICAL PLANT—(Contd.)

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III—MAINTENANCE OF EQUIPMENT AFLOAT— (a) Labour (b) Materials	£	1,000 900	.. ..	1,000 600	.. 300	.. ..	Includes provision for new propeller blades for the Tug "Marie Felting".
Total III			1,900		1,600	300	..	Anticipated requirements.
IV—WORKSHOPS AND SLIPWAY MACHINERY— (c) Tools and Plant (b) Running Stores (c) Power	£	100 50 100	.. .. ..	85 50 100	15 .. ..	.. .. ..	Increased cost of repairs.
Total IV			250		235	15	..	
V—MAINTENANCE OF LOCOMOTIVES AND PORT TRUCKS— (a) Locomotives (b) Port Trucks	£	825 500	.. ..	600 500	225 ..	.. ..
Total V			1,325		1,100	225	..	
VII—NEW MINOR WORKS— Additional Assets	£	..	575	..	38	537	..	Anticipated requirements and fire-fighting equipment.
VII—PASSAGES	£	..	258	..	268	..	..
TOTAL ABSTRACT "C"	£	5	11,405	4	9,131	2,274	..	

DETAILS

I—YARD WORKING—

- (a) Yard Master
- (b) Harbour Foremen
- (c) Clerk, Class IV (Asian)
- (d) Clerk, Class III (African)
- (e) Demandars (African)
- (f) Pointsmen
- (g) Flagmen
- (h) Overtime
- (i) Miscellaneous Expenses (see Appendix V)
- (j) Add Contribution to Railway for proportion of Clerical Expenses

Total I

II—LANDING AND SHIPPING CARGO—

- (a) Harbour Foremen
- (b) Cargo Measure (Temporary)
- (c) Clerk, Class III (Asian)
- (d) Clerks, Class IV (Asian)
- (e) Clerks, Class V (Asian)
- (f) Clerk, Class I (African)
- (g) Messengers, Grade II
- (h) Porters
- (i) Overtime
- (j) Clothing
- (k) Miscellaneous Expenses (see Appendix V)

Total II

Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
	No.	£	No.	£			
480 by 20 to 600	1	600	1	680	20		Normal increment. Normal increments.
300 by 18 to 420	4	1,549	4	1,489	26		
Sh. per mensum							
250 by 15 to 295	1	180	1	180			Normal increments. For Magadi Jetty.
20 to 60	1	36	1	36			
20 to 60	7	255	7	224	31		Anticipated requirements. Anticipated requirements.
20 to 40	19	463	18	388	15		
20 to 50	3	62	3	63			Half cost of three Trains Clerks.
..	..	250	..	200	50		
..	..	174	..	132	42		
..	..	228	..	223	5		
..	..	36	..	3,697	35	3,515	182
£							
300 by 18 to 420	1	420	1	420			Not previously provided for.
300 consolidated	1	300	..	..	300		
Sh. per mensum							
310 by 20 to 350	1	210	1	210			One additional post for Magadi Jetty. One additional post for Import Rent. Normal increments.
250 by 15 to 295	4	653	7	1,002	183		
105 by 15 to 240	5	522	..	..	..		For Magadi Jetty. Anticipated requirements. Increased issue of uniforms.
95 to 180	1	90	1	90			
10 to 30	9	83	9	86			
10 to 30	24	432	19	378	54		
..	..	170	..	122	48		
..	..	129	..	60	60		
..	..	5	..	5			
..	..	46	..	3,015	38	2,373	642

Harbours

ABSTRACT "D" SHORE WORKING—(Contd.)

DETAILS

III—CRANE WORKING—

- (a) Crane Drivers (African)
- (b) Drivers (Motor, Crane and Stationary Engine) Africans
- (c) Firemen (African)
- (d) Cable Boys
- (e) Running Stores
- (f) Overtime
- (g) Electrical Power

Total III

IV—MISCELLANEOUS CHARGES—

- (a) Locomotive Power, Fuel, etc.
- (b) Wagon Hire
- (c) Claims
- (d) Telephones to Ships
- (e) Taraulahs, etc.
- (f) Lighting
- (g) Running Stores for Fire Fighting Appliances and Weighing Machines
- (h) Water to Ships

(i) Passages

Total IV

TOTAL ABSTRACT "D"

Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
	No.	£	No.	£			
Sh. per mensum							
50 to 100	49	2,378	..	..	2,378		See Item (b), Increase to provide for shift working to reduce overtime working.
50 to 80; 90 to 120	75	3,396	..	..	3,396		
130 to 150	4	65	4	63	2		Increase to provide for shift working to reduce overtime working. Anticipated requirements. Anticipated reduction due to shift working. To provide for additional cranes.
25 to 45	17	271	8	130	141		
25 to 45	..	400	..	480	80		
..	..	250	..	400	150		
..	..	4,000	..	3,300	700		
..	..	96	..	6,751	1,681		
..	..	7,607	..	5,655	1,952		Increased cost of fuel and anticipated user.
..	..	1,300	..	1,300			
..	..	100	..	100			Anticipated requirements To provide for additional Stacking Ground, Flying Boat Station and Magadi Jetty.
..	..	75	..	75			
..	..	500	..	980	480		Anticipated requirements. Increase to provide six new hoses for watering ships.
..	..	3,300	..	2,300	1,000		
..	..	200	..	345	145		
..	..	6,100	..	6,000	100		
..	..	19,182	..	16,725	2,457		
..	..	197	..	245	48		
..	..	19,379	..	16,970	2,409		
..	..	178	..	34,473	134	28,669	4,864

DETAILS

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1937		Increase		EXPLANATION
		No.	£	No.	£	£	£	
I—EXPENSES OF ADMINISTRATION AND MANAGEMENT	£		2,817		2,455	362		Anticipated requirements.
II—EXPENSES OF HARBOUR ADVISORY BOARD			400		400			One-third of Secretary's salary debited from Abstract E.III (b) 2.
III—(a) SUPERINTENDENCE			1,150		1,000	150		Improved scale.
1. Port Manager and District Traffic Supdt.	840 by 40 to 920	1	920	1	920			Personal to present holder.
2. Port Captain	80	1	80		80			Anticipated requirements.
3. Miscellaneous Expenses (see Appendix V)			140		404	264		
Deduct Contribution from Railway		2	2,250	2	2,324	74		
			250		350	100		
(b) OFFICE—			2,040		2,074	34		
Total III (a)							84	
1. Office Assistant to Port Manager	600 by 30 to 720	1	630	1	600	30		Improved grade.
2. Clerks Class I	420 by 20 to 480	3	1,207	2	773	434		One-third salary of one post charged to Abstract E.II; normal increments; one additional post to provide for relief for sickness; leave and increased work.
3. Shorthand Typist	144 by 12 to 240	1	187	1	175	12		Normal increment.
4. Senior Clerk (European)	Sh. per mensem							Promotion from Item 5. Personal to present holder. See Item 4.
5. Clerks, Class I (Asian)	440 by 20 to 480	1	264	2	516	252		Normal increments.
6. Clerks, Class II (Asian)	410 by 20 to 430	1	253	2	468	215		One promotion from Item 8.
7. Clerks, Class III (Asian)	360 by 20 to 400	2	480	2	468	12		Normal increments. One additional post for increased accounts work.
8. Clerks, Class IV (Asian)	310 by 20 to 350	5	1,026	4	840	186		Normal increments.
9. Clerks, Class V (Asian)	250 by 15 to 265	10	1,725	19	2,669	944		Normal increments.
10. Port Apprentices (European)	105 by 15 to 240	9	952		38			Normal increments.
	£	2	146	2	96	50		To provide training for superior African clerical staff.
11. Telephone Operators (African)	48 to 120	2	108	2	108			
12. Clerks, Class III (African)	Sh. per mensem	2	72					
	50 to 90	2						
	20 to 60	2						
Carried forward		39	7,085	35	6,245	840		

*Pensionable post.

Harbours

ABSTRACT "E" GENERAL CHARGES—(Contd.)

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1937		Increase		EXPLANATION
		No.	£	No.	£	£	£	
III—(b) OFFICE—Contd.								
13. Messengers, Grade II	10 to 30		148		148			
14. Miscellaneous Expenses (see Appendix V)			1,315		676	639		Includes provision for four typewriters, four boiling fans, steel filing cabinets and reprinting Harbour Tariff.
Deduct Contribution from Railway		39	8,548	35	7,069	1,479		
			600		600			
Total III (b)		39	7,948	35	6,469	1,479		
Total III		41	9,968	37	8,543	1,445		
IV—(a) Accounts			1,340		1,000	340		Revision in contribution to Railway to provide full-time salary and allowances of Accounting Officer (Port), necessitated by re-organisation of Accounts Section of Port Manager's Department.
(b) Audit			150		160	10		
Total IV			1,490		1,160	330		
V—STORES EXPENSES			1,460		1,370	90		
VI—TELEPHONES AND TELEGRAMS			355		356	1		
VII—WATCH AND WARD—								
(a) Port Police			2,323		2,279	44		To provide for extra Police for Port Flying Boat Station.
(b) Port Watchmen			33		33			
(c) Port Fire Brigade			300		300			To provide personnel and uniform for Port Fire Brigade.
Total VII			2,656		2,312	344		
VIII—FURNITURE AND EQUIPMENT FOR STAFF			50		50			
QUARTERS—			509		589	80		
IX—PASSENGERS—			41	19,665	37	16,924	2,741	Anticipated requirements.

Harbours

ABSTRACT "F" MISCELLANEOUS EXPENDITURE

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I—Provident Fund and Gratuities from Revenue Account	£		2,500		2,000	500		Extension of scope of Fund.
II—Medical Services		500		450	50		Increased liability in respect of per-capita payments.
III—Pensions and Gratuities		2,470		600	1,870		To provide for current liability.
IV—Legal Expenses		25		25			
V—Municipal Rates		4,067		4,367		300	
VI—Management Expenses of Loans		508		503	5		
VII—Loss on Stores		10		10			
TOTAL ABSTRACT "F"		10,080		7,955	2,125		

Harbours

ABSTRACT "G" PAYMENTS TO SHORE HANDLING AND LIGHTERAGE CONTRACTORS

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1937		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I—Imports—	£							
(a) General Cargo—Direct		22,052		30,937		8,885	
(b) General Cargo—Lightered		358		813		455	
(c) Coal		6,285			6,285		
Total I		28,695		31,750		3,055	
II—Exports—	..							
(a) General Cargo—Direct		16,681		30,938		12,257	
(b) General Cargo—Lightered		466		687		221	
(c) Soda		1,530		1,425	105		
(d) Coal		38			38		
Total II		20,715		33,080		12,365	
III—Overtime		10,000		9,000	1,000		
IV—Payments for collection of Tariff Charges		4,250		500	3,750		
V—Miscellaneous Services		6,300		2,655	3,645		
VI—Provision of Lighterage and Towage—	..		2,950			2,950		
(c) General Cargo		4,250			4,250		
(b) Coal		7,200			7,200		
TOTAL VI		77,160		76,955	205		
TOTAL ABSTRACT "G"							

Due to reduction in handling, etc., costs, and inclusion of services previously performed by contractors in their private capacity.

ABSTRACT "M" ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED HARBOURS

FIELD OF EXPENDITURE	ESTIMATED TOTAL COST OF WORKS ALREADY SANCTIONED BUT NOT COMPLETED, AND PROPOSED NEW WORKS				ESTIMATED AMOUNT REQUIRED DURING 1938 IN RESPECT OF WORKS ALREADY SANCTIONED				ESTIMATED EXPENDITURE ON NEW WORKS DURING THE YEAR 1938					
	Loan Funds	Capital Account	Retirement Funds	Total	Loan Funds	Capital Account	Retirement Funds	Total	Loan Funds	Capital Account	Retirement Funds	Total	Not Revenue Accounts	Revenue Accounts
I. Permanent Way	—	—	1,225	1,225	—	—	1,225	1,225	—	—	705	705	—	—
II. Piers, Wharves and Harbour Improvements	—	—	56,176	56,176	—	—	—	—	—	—	—	—	—	—
III. Marine Craft	28,046	16,903	2,694	108,080	—	4,488	2,084	7,360	—	2,900	38,770	41,670	—	—
IV. Float	12,800	—	380	800	—	12,800	—	12,800	—	—	380	380	—	—
V. Navigational Lighting	—	—	—	—	—	—	—	—	—	—	—	—	—	—
VI. Improvements to Buoyage	—	—	—	—	—	—	—	—	—	—	—	—	—	—
VII. Study Renewals and Repairs	—	350	1,657	2,507	—	350	800	1,150	—	—	857	1,357	—	—
VIII. Uniforms Works	—	2,500	—	7,500	—	—	—	—	—	—	1,900	1,900	—	—
TOTAL	£ 41,846	20,353	65,541	131,667	12,800	5,408	5,025	22,863	—	5,408	48,307	59,315	—	—

Amount required to complete works already sanctioned £ 12,000

TOTAL FOR THE YEAR £ 12,500

Subject to re-appointment in accordance with regulations governing allocations of actual expenditure as between Capital and Renewals and Retirement Accounts.

APPENDIX 4—Statement showing the Approximate position of Renewals and Betterment Funds and Capital and Reserve Accounts

	RAILWAYS (including MOTOR SERVICES and MAINT)				HARBOURS				RESERVE ACCOUNTS				
	Renewals	Betterment	Capital Account	Total	Renewals	Betterment	Capital Account	Total	Depreciation of Investments	Capital Account	General	Un-allocated Surplus	Total
Estimated Balance, 31-12-1937	£ 1,855,978	£ 453,049	£ 658,387	£ 2,967,414	£ 211,597	£ 76,110	£ 39,649	£ 327,356	£ 20,738	£ 16,000	£ 655,045	£ 8,982	£ 941,823
Contributions, 1938	359,499	105,000	19,801	484,300	28,379	37,985	—	66,364	30,000	16,000	—	168,782	273,483
TOTAL	£ 2,206,477	£ 558,049	£ 678,248	£ 3,442,774	£ 239,976	£ 114,095	£ 39,649	£ 393,720	£ 40,738	£ 32,000	£ 655,045	£ 168,782	£ 4,795,409
Withdrawals, 1938 :-													
(a) As per Abstracts "L" & "M"	601,765	205,810	449,614	1,257,189	3,682	45,232	23,308	72,222	—	—	—	—	1,332,310
(b) of Assets from Service	8,982	—	—	8,982	—	—	—	—	—	—	—	—	8,982
TOTAL	£ 610,737	£ 205,810	£ 449,614	£ 1,267,163	£ 3,682	£ 45,232	£ 23,308	£ 72,222	—	—	—	—	£ 1,341,292
Estimated Balance, 31-12-1938	£ 1,595,740	£ 352,239	£ 228,734	£ 2,176,713	£ 236,294	£ 68,863	£ 16,341	£ 321,498	£ 40,738	£ 32,000	£ 655,045	£ 168,782	£ 3,454,114

(RAILWAYS, MARINE AND MOTOR SERVICES)

YEAR OF LOAN, ETC.	UGANDA PROTECTORATE	KENYA COLONY AND PROTECTORATE	£
(1) 1932	Loan of £2,000,000	Interest 5% Sinking Fund 1%	887,421 44,371 8,874
(2) 1921	Loan of £5,000,000	Interest 6% Sinking Fund 1%	2,837,641 170,256 23,377
(3) 1927	Loan of £5,000,000	Interest 5% Sinking Fund 1%	4,431,236 221,592 44,312
(4) 1928	Loan of £3,500,000	Interest 4% Sinking Fund 1%	2,135,978 96,119 21,390
(5) 1930	Loan of £3,400,000	Interest 4% Sinking Fund 1%	321,146 14,452 3,211
	<i>Less</i> Interest on Unspent Balances of £3,500,000 (1928) Loan	£ 1,040	
	" " " " £3,400,000 (1930) Loan	£ 445	
	Re-imbursements from Kenya Government in respect of Stamp Duty Reserve Fund		1,485
	" " " Harbours in respect of Stamp Duty Reserve Fund	£ 748	
	" " " Harbours in respect of Port Rolling Stock	£ 91	
	" " " Uganda Government in respect of Telegraph Lines		839
	£2,000,000 (1932) Uganda Loan		1,223
	£5,000,000 (1927) Kenya Loan	£ 271	
		£ 157	
			428
	GRAND TOTAL		3,975
			646,971

APPENDIX III—Interest and Sinking Fund Charges, 1938
(HARBOURS)

YEAR OF LOAN, ETC.	KENYA COLONY AND PROTECTORATE	£
(1) 1921	Loan of £5,000,000	1,407,745
(2) 1927	Loan of £5,000,000	84,465 14,077
(3) 1928	Loan of £3,500,000	568,764
(4) 1930	Loan of £3,400,000	28,438 5,668
		704,353
		31,096 7,044
		844,945
		38,022 8,450
		46,472
	Payment to Railways in respect of—	
	Stamp Duty Reserve Fund	£ 91
	Rolling Stock	£ 1,223
	GRAND TOTAL	217,380
		1,314
		219,194

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY	
				Colony of Kenya	Uganda Protectorate
Mr. B. B. Eastwood, C.M.G.	27-10-1918	General Manager	1,005 11 3	944 5 3	56 6 0
" J. E. Pennidick	1-11-1911	Assistant Locomotive Superintendent	217 18 4	188 15 0	29 3 4
" A. F. Church	22-10-1919	Chief Engineer	660 2 9	595 19 5	64 3 4
" C. S. Hunter	9-7-1919	District Locomotive Superintendent	426 5 0	378 2 6	48 3 4
" L. W. Swercz	1-6-1919	District Engineer	500 0 0	458 19 9	41 0 9
" H. L. G. P. Verker, R.N.R.	31-12-1920	Assistant Traffic Manager	370 0 0	390 10 11	26 16 7
Mr. A. W. Keil	1-5-1921	Chief Storekeeper	207 0 0	207 0 0	0 0 0
" E. H. Bith	3-11-1921	District Station Master	552 0 0	500 0 0	52 0 0
" R. Grant	28-4-1921	Superintending Engineer, Marine	65 19 9	65 19 9	0 0 0
" W. M. Arries	1-4-1921	General Engineer	385 0 0	385 0 0	0 0 0
" S. Couper	2-1-1922	General Manager	573 3 4	573 3 4	0 0 0
" E. G. Wilson, C.B.E.	2-2-1922	Superintendent	1,170 0 0	899 15 6	270 8 4
Comdr. C. C. Garrett, R.N.R.	26-3-1922	Assistant Traffic Manager	762 13 4	695 15 6	66 18 4
Mr. K. Lamb	9-8-1922	Chief Engineer, Busoga Railway Marine	286 11 8	405 13 0	118 1 8
" J. A. Whitaker	7-12-1923	Chief Mechanical Engineer	175 0 0	100 0 0	75 0 0
" W. M. Joseph	20-12-1922	Assistant Chief Accountant	291 1 1	291 1 1	0 0 0
" P. G. Ford	3-4-1923	Assistant Engineer	7 6 8	7 6 8	0 0 0
" J. B. B. B. B.	4-1-1924	Works Manager	884 0 0	869 6 8	14 13 4
" C. E. Wilson, C.B.E.	9-6-1924	Chief Engineer, Lake Steamers	264 13 4	171 0 0	93 13 4
Mr. W. W. A. Clamer	28-4-1924	Commander, Lake Steamers	331 17 6	141 11 8	190 5 8
Comdr. K. A. Reynolds, R.N.R. Ret.	1-6-1924	District Engineer	346 0 0	162 10 0	184 0 0
" J. A. Whitaker	11-2-1926	Marine Superintendent	251 6 9	110 0 0	141 6 9
" W. G. F. A. Whitwell	23-2-1926	Locomotive Superintendent	413 0 0	241 10 0	172 0 0
" R. Grant	7-10-1927	Press Superintendent	547 8 1	432 11 3	115 7 0
" S. C. Grant, Daire	28-10-1927	District Engineer	384 3 9	259 15 3	125 1 6
" M. Mercer	2-4-1928	Commander, Lake Steamers	188 3 10	139 7 6	49 5 4
" M. S. N. Faulkner, O.B.E.	26-5-1928	Assistant Chief Engineer	628 13 0	52 0 0	576 13 0
" E. A. Lawson	9-2-1929	Commander, Lake Steamers	358 5 4	242 13 10	116 1 4
" G. W. Ingley	2-10-1930	Deputy Chief Accountant	614 5 11	241 11 2	373 4 9
" G. W. Ingley	31-1-1931	District Traffic Superintendent, Class II	280 19 4	49 19 7	230 0 0
" J. S. Hallwell	29-7-1931	Chief Engineer, Lake Steamers	275 18 2	80 13 7	195 4 5
" F. Blaker	22-5-1931	Assistant Superintendent, Class I	315 11 3	64 0 0	251 17 7
" J. S. Hallwell	29-8-1931	London Assistant Accountant	302 3 6	108 8 2	194 4 8
" S. F. Marsh	15-9-1931	Locomotive Superintendent	394 6 6	325 17 6	68 4 0
" S. H. Carter	1-7-1931	Chief Engineer, Lake Steamers	325 17 6	83 2 2	242 15 4
Captain T. F. Linnell	19-9-1931	District Engineer	284 15 4	159 13 4	125 2 0
Mr. A. E. Lucas	3-2-1931	Surveyor	523 0 0	399 18 9	123 11 1
Mr. W. N. Low	9-4-1931	Surveyor	405 0 0	399 18 9	5 1 1
			15,577 15 6	10,352 3 5	493 0 8

Carried forward

* Temporary Bonus added to Pension *vide* Colonial Office Despatch, Kenya 343 of 12-5-1928.
 (1) Includes £195.14.5 per annum, a special additional allowance *vide* Colonial Office despatch, Kenya 2920 of 27-3-1928.

APPENDIX IV—Pensions Gratuities and Compensation, 1937—(Contd.) (RAILWAYS)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY	
				Colony of Kenya	Uganda Protectorate
Mr. H. E. Goodship, C.B.E.	13-11-1931	Dy. General Manager, & Chief Accountant	16,577 15 6	10,352 3 5	493 0 8
" F. Jarrett	13-11-1931	Revenue Accountant	905 0 0	294 4 7	570 5 5
" B. M. Cameron, M.B.E.	13-11-1931	Stores Superintendent	552 2 0	176 11 4	272 4 10
" J. Anderson	13-11-1931	Assistant Superintendent (Headquarters)	341 4 10	117 9 9	461 8 5
" R. D. W. Crockett	19-11-1931	Chief Engineer, Lake Steamers	77 9 9	64 13 4	206 8 6
Captain A. N. Newitt	21-1-1932	Catering Manager	402 16 0	125 16 10	277 1 2
Mr. W. E. Woods	16-2-1932	Commander, Lake Steamers	207 10 3	107 12 5	20 8 9
Comdr. F. M. Jenkins, M.B.E.	27-5-1932	Chief Engineer, Lake Steamers	694 17 6	106 0 0	446 13 6
" T. Neilson	1-5-1932	Divisional Superintendent	377 1 3	222 19 6	277 1 2
" H. A. Swan	11-4-1932	Chief Marine Engineer & Works Manager	533 13 5	100 0 0	28 19 0
" W. A. Andrews	4-5-1932	Superintendent	429 6 10	106 0 0	245 12 0
LT. Comdr. F. R. Hemsted, R.D., R.N.R.	15-9-1932	Works Manager	465 7 10	109 0 5	338 6 5
Mr. F. C. Bridle	4-10-1932	Commander, Lake Steamers	602 17 6	139 0 0	281 4 0
Mr. W. W. Gauld	19-10-1932	Senior Quantity Surveyor	145 16 3	78 17 11	66 18 4
" G. P. Hardy, M.A., O.B.E.	19-12-1932	District Traffic Captain	277 8 3	64 3 10	375 0 2
" W. A. McClelland	11-1-1933	London Revenue Superintendent, Class I	434 10 0	80 16 3	395 16 8
" S. Towill	20-1-1933	Engineer-in-Charge, Steamer Services	565 9 5	170 4 4	266 15 4
" R. L. Bries	5-9-1933	District Engineer	413 5 4	102 11 4	337 17 10
" A. J. Thompson	22-10-1933	Works Manager	374 5 5	427 10 1	266 15 4
" A. Bealman	10-11-1933	Assistant Stores Superintendent	436 8 5	98 10 7	337 17 10
" R. McFarlane	31-5-1934	Assistant Locomotive Superintendent	371 18 10	78 17 1	292 18 9
" B. G. Din	15-11-1934	District Stores Superintendent	384 0 0	281 17 7	281 17 7
" R. H. Crofton (Provincial Auditor)	11-10-1921	Engineer in charge, Marine Service	350 15 0	55 16 11	247 18 1
" S. F. Deck	22-11-1934	Artisan	320 12 10	38 0 2	265 10 10
" H. Mason, O.B.E.	21-1-1934	Superintendent of Native Labour	— 2 9	— 2 1	— 1 1
" W. Welch	15-9-1934	Assistant Chief Accountant	1,035 0 0	918 3 1	116 16 11
" A. E. R. Mayne, O.B.E.	19-3-1935	Stores Superintendent	596 11 3	107 13 2	488 18 1
" W. F. D. Allison	26-3-1935	Chief Accountant	606 8 11	76 13 8	529 15 3
" H. Dewhurst	8-2-1936	Assistant Locomotive Superintendent	862 16 8	57 8 0	22 9 4
" H. Dewhurst	4-10-1937	Office Assistant, Land	487 7 0	109 17 4	377 9 8
Compensation			30,467 12 10	14,260 6 1	612 19 7
Gratuities on account of Committed Pensions <i>vide</i> para. 7			—	—	14,044 9 9
Contribution to Pension Reserve			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
			—	—	2 9
			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
			—	—	2 9
			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
			—	—	2 9
			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
			—	—	2 9
			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
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			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
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			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
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			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
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			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
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			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
			—	—	2 9
			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
			—	—	2 9
			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0
			—	—	2 9
			—	—	116 16 11
			—	—	488 18 1
			—	—	529 15 3
			—	—	22 9 4
			—	—	377 9 8
			—	—	1,000 0 0
			—	—	2,000 0 0
			—	—	1,568 10 3
			—	—	14,720 0 0
			—	—	3,450 0 0

APPENDIX V - Summary of "Miscellaneous Expenses"

ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	TOTAL
	£	£	£	£	£	£	£	£
RAILWAYS								
A I A (1) (d)		36			10		14	60
A I A (2) (u)	80		350	160	50		30	720
A I A (3) (l)	175		300		40		54	594
A I B (1) (g)	380	281		40	472		10	1,183
A I B (2) (e)	154	177	24		24		10	389
A I B (3) (g)	25	26	259		45		7	362
A I B (4) (n)	18	455			425		4	902
A I B (5) (t)	23	1,419	24	105			4	1,575
B I (a) (10)	50	700	350	50	55		50	1,255
B I (b) (2)	50		375			145	50	620
B II (l)	10	15					25	50
B IV (m)		25					50	75
C I (a) (7)	15	40	84	60	10		50	259
C I (b) (9)		150	600	50			50	850
C I (c) (26)	50		376				50	476
D I (b)	150	100	100	222	100		300	972
D II (b)	150	40	700		10	2,216	40	3,156
D III (c)		250	250	450			50	1,000
D IV (b)			100					100
E I (a) (4)		75						75
E I (b) (4)	550	160	350				100	1,160
E II (b) (17)	75	60	573	254	55		25	1,042
E III (a) (6)		20	216	115				351
E III (b) (21)	80	240	650		40		200	1,210
E III (c) (9)	8	1	201					210
E III (d) (9)	20	110						130
E V (a) (4)				10				10
E V (b) (30)	200	100	375	20	45	100	110	950
F I (c)	35	100		40	35		30	240
F III (c)		120		30			100	250
G I (b)	15	10						25
G II (f)			15					15
G III (c)	25	15	9				25	74
G IV (g)			132					132
G V (a) (5)			42				20	68
	2,398	4,806	6,455	1,806	1,416	2,461	1,458	20,540
PORT AND HARBOURS								
I B (1) (c)	78				63		12	153
I B (2) (c)	20				12		12	44
I B (3) (i)	11				18		14	43
I B (4) (k)	7				180		16	203
I B (5) (h)	28							28
I (a) 4					74		26	100
IV (j)					50			50
VI (a) 5		6	30					36
I (i)	11				11		50	72
I (j)	100			39	15		20	174
II (k)							5	5
III (a) 3		32			108			140
III (b) 14	886	3	160		15	40	211	1,315
	1,141	41	190	39	546	40	366	2,363

APPENDIX VI - Statement of Wasting Assets
(RAILWAY SERVICES)

DETAILS OF ASSETS	Estimated Renewal Cost as at 31-12-1937	Annual Contribution
	£	£
ENGINEERING DEPARTMENT—		
Bridges	975,975	
Fencing	23,870	
Telegraph	167,936	
Permanent Way	4,596,970	
Buildings	2,339,263	
Station Machinery	50,840	
Water Supplies	277,533	
Plant	42,466	
Lake and River Piers	78,000	
MECHANICAL DEPARTMENT—		
Locomotives	1,209,000	
Coaching Stock (Passenger Carrying)	496,800	
Coaching Stock (Other Vehicles)	304,600	
Goods Stock	2,140,630	
Machinery	209,069	
TRANSPORTATION DEPARTMENT—		
Decauville Wagons and Fixed Weighing Machine	4,343	
ACCOUNTS DEPARTMENT—		
Mechanical Accounting Machines	1,075	
TOTAL	12,918,370	322,959

(Contribution as shown in Statement above is calculated at 2 1/2 per cent of estimated Renewal cost. Annual Contribution on life basis, £360,236.)

APPENDIX VII—Statement of Wasting Assets
(LAKE MARINE SECTION)

DETAILS OF ASSETS	Estimated Renewal Cost as at 31-12-1937	Annual Contribu- tion
	£	£
Ships, Tugs, Launches, Boats, Plant, Machinery, etc.	609,715	24,923
Aga Beacons	4,820	99
TOTAL	614,535	25,022

APPENDIX VIII—Statement of Wasting Assets
(MOTOR TRANSPORT SECTION)

DETAILS OF ASSETS	Estimated Renewal Cost as at 31-12-1937	Annual Contribu- tion
	£	£
Lorries, Passenger Bus, Trailers, Staff Car and Machinery	18,065	1,851

APPENDIX IX—Statement of Wasting Assets
(HARBOURS)

DETAILS OF ASSETS	Estimated Renewal Cost as at 31-12-1937	Annual Contribu- tion
	£	£
ENGINEERING DEPARTMENT—		
Bridges	7,362	70
Fencing	2,076	71
Permanent Way	104,031	5,376
Buildings	439,183	8,269
Port Operating Machinery	20,670	785
Water Supplies	2,579	127
Plant	2,580	146
Wharves, Jetties and Landing Pontoons	41,556	1,600
MECHANICAL DEPARTMENT—		
Workshop Machinery, Electric Equipment, Tugs, Launches, Boats, etc.	269,274	12,075
PORT DEPARTMENT—		
Lighthouse, Aga Lights	7,870	547
TOTAL	897,181	29,046